McCARTNEY LIBRARY
GENEVA COLLEGE
APR 8

GW UNIT-TRAIN SETS NEW STANDARDS

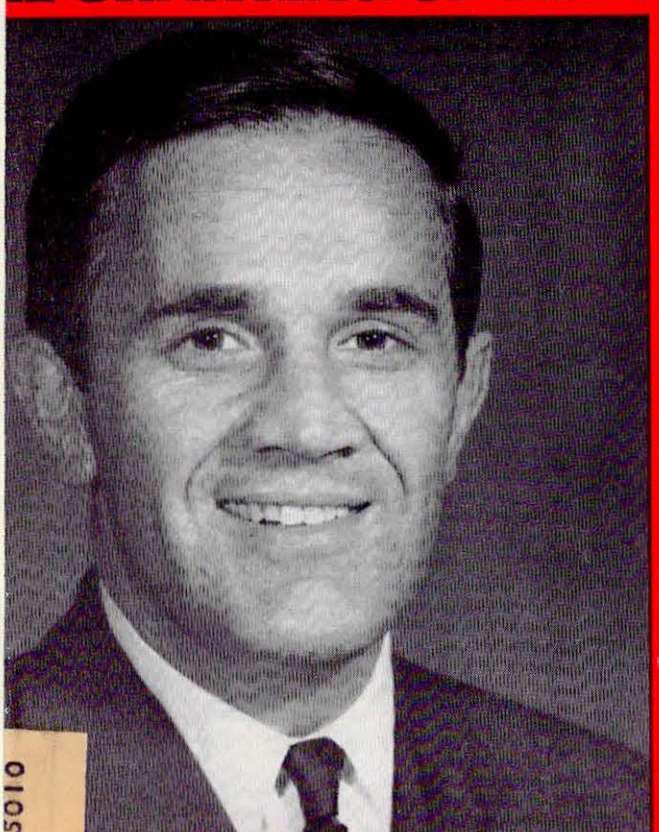
April 7, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY

NSIT:

E CHANGING OF THE GUARD IN WASHINGTON



OUTGOING

—PAUL SITTON

"We have not found a practical way of getting present technology off the shelf—and you certainly don't do that by making more technology studies."

INCOMING

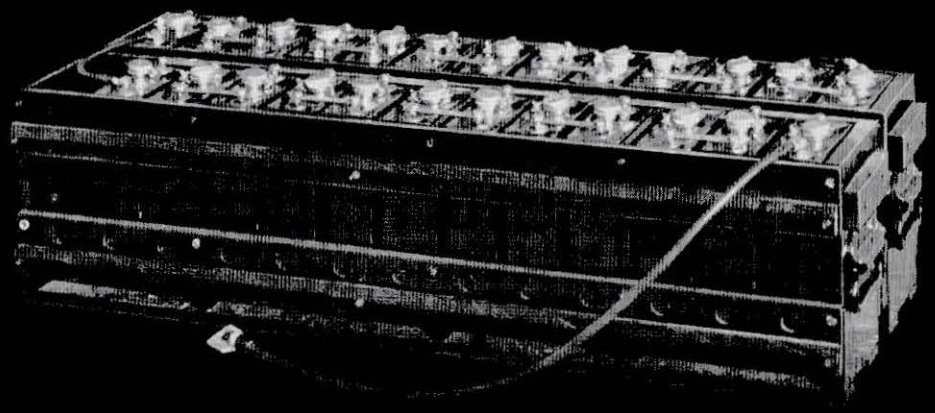
—CARLOS VILLARREAL

?

PENN 15010

The battery and ½

The nickel-iron battery rides again.



(and again, and again, and again, and again.)

New rapid transit systems are installing the Exide nickel-iron battery. Because the pioneer systems get so much dependable life out of it. Time and time again.

The nickel-iron battery is the longest-lived battery around because it's all steel. Everything from the tubes in the positive plate to the steel casing. And the electrolyte solution's not only noncorrosive, it's really a steel preservative.

That's why it can take temperature extremes—even to leaving it out all winter. And take things like accidental shorting, overdischarging, even reverse charging.

And that's why we call the nickel-iron battery a "battery and ½." To learn more, write Industrial Group, ESB Incorporated, Box 5723, Phila., Pa. 19120.

World leader in packaged power.

ESB | Exide®

Fly to Cleveland's airport without leaving the ground.

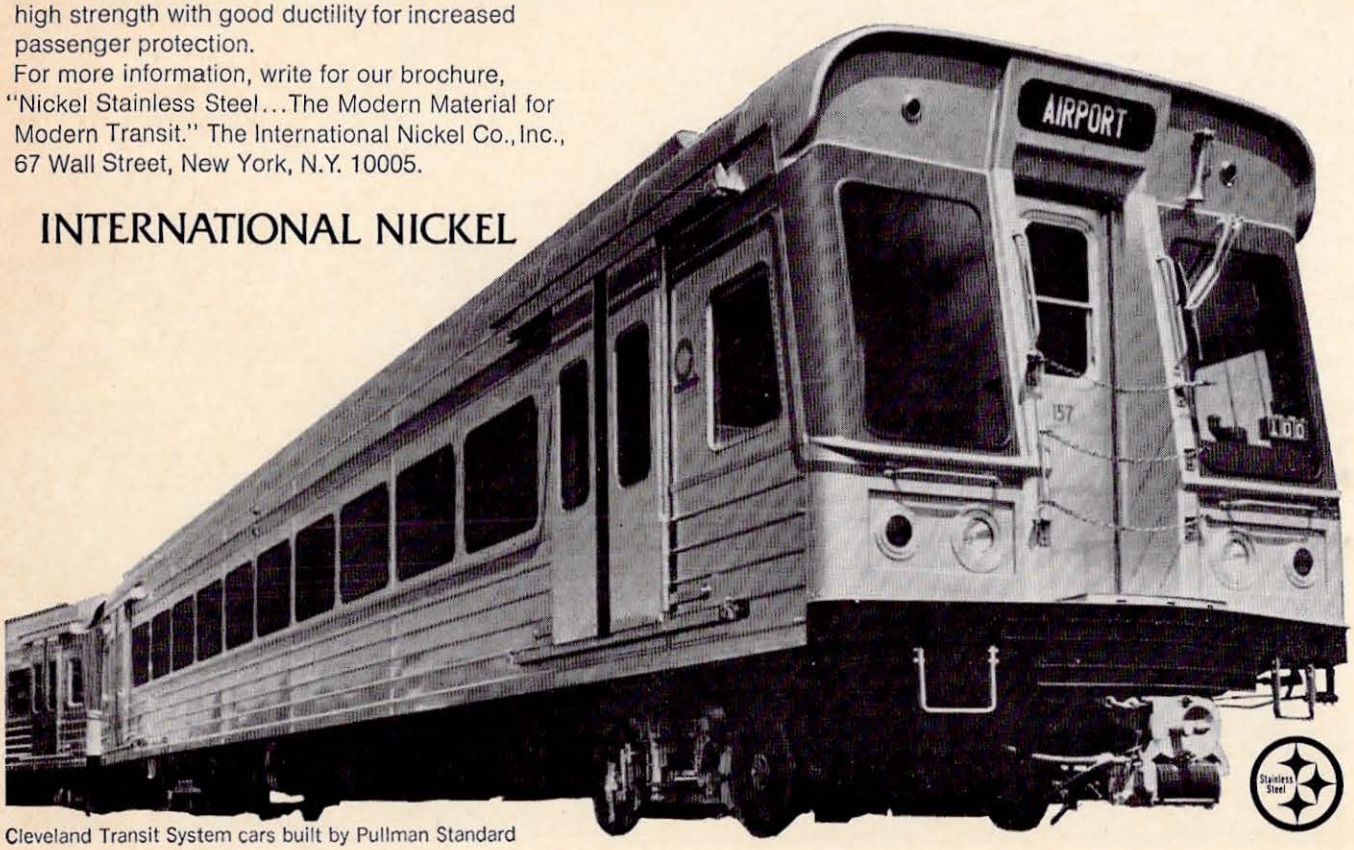
22 minutes.

Another first. Cleveland passengers hop on a lightweight 55 mph nickel stainless steel transit car... and in 22 minutes are at the Cleveland Hopkins Airport. One more answer to the problems of rapid transit answered with nickel stainless steel.
Thinking rapid transit? Think nickel stainless.
It's corrosion-resistant and...

- durable
- extra strong
- readily fabricated
- easy to weld
- attractive
- easy to clean
- economical
- blends with other materials

What's more, it's safe. Nickel stainless steel combines high strength with good ductility for increased passenger protection.
For more information, write for our brochure, "Nickel Stainless Steel...The Modern Material for Modern Transit." The International Nickel Co., Inc., 67 Wall Street, New York, N.Y. 10005.

INTERNATIONAL NICKEL



Cleveland Transit System cars built by Pullman Standard

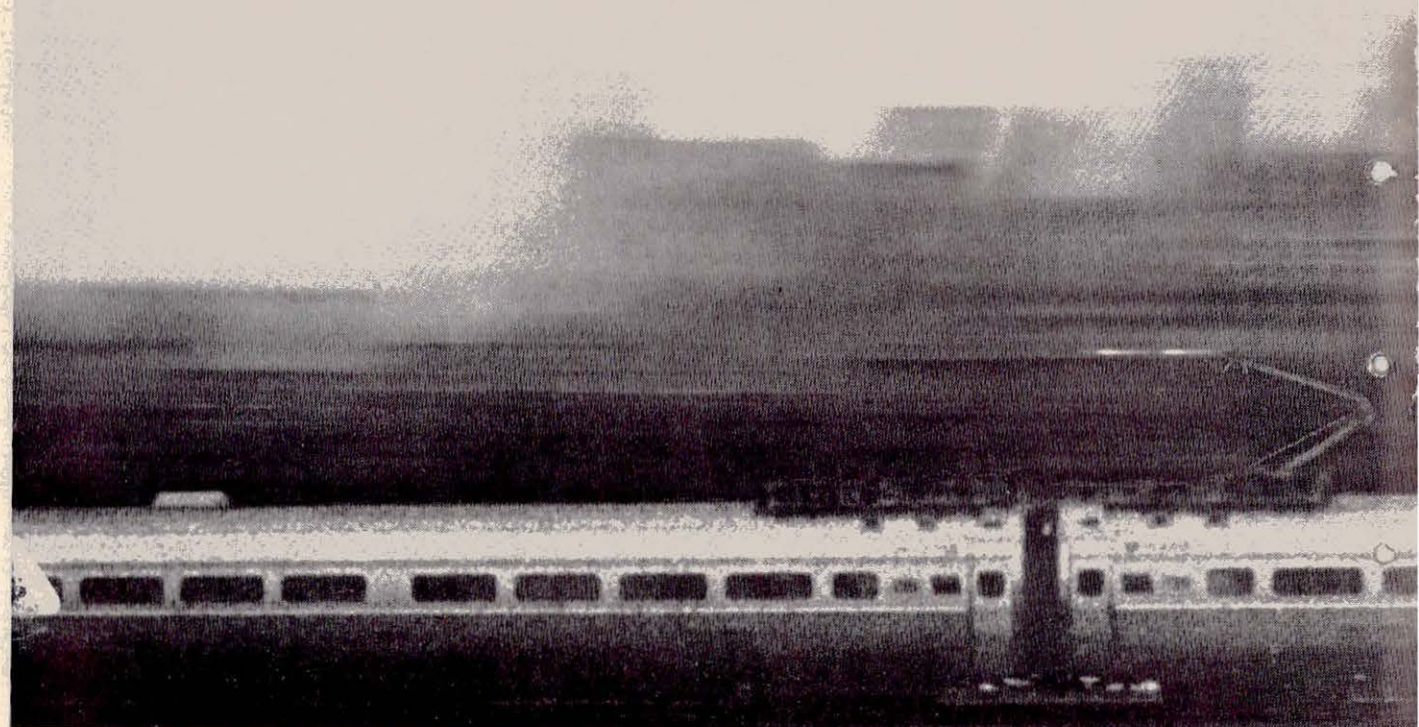
Circle 3 on coupon page 30

introducing Washib

You'll travel there swiftly on Timken® bearings.

Operated by Penn Central, the Metroliner will slice through snarls of traffic and stacked airlanes at up to 160 mph enabling you to make a meeting 226 miles away within 2 hours and 59 minutes. This reduces the Northeast megalopolis to a single, if sprawling, community.

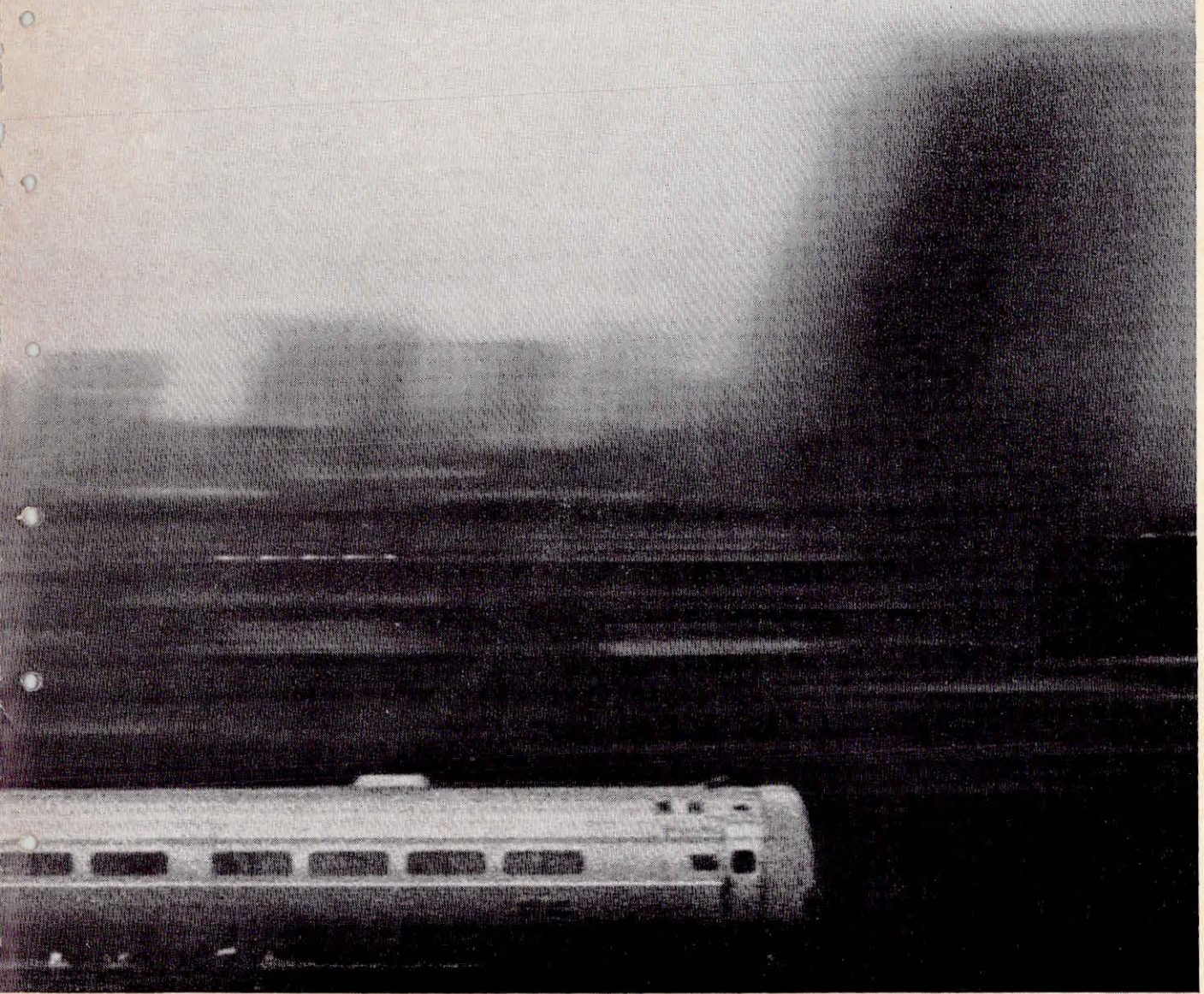
Our part in this train, of course, is bearings. The high speeds. The continuous service. The demand for



altiphilayork

reliable performance. All influenced the decision to specify Timken bearings. Tested on railroad equipment to 200 mph, Timken bearings are specified on most rolling stock of all major railroads. Backed by Timken Company research, experience and engineering service. The Timken Roller Bearing Company, Canton, Ohio.

TIMKEN®
TAPERED ROLLER BEARINGS



Circle 4 on coupon page 30

RAILWAY AGE

April 7, 1969 • Vol. 166, No. 12

THIS WEEK

14 Federal transit program heads—where?
A change of administration means a change in style.

15 Toward a vigorous transit program
Paul Sitton, outgoing UMTA chief, spells out the needs.

24 Commuters (20,000) vote for rail transit
They like the Delaware River Port Authority's Speed Line.

26 D&RGW refines its unit-train service
The coal-train operation sets standards that are hard to beat.

40 Golden Spike: The end of the beginning
The Centennial is a golden publicity opportunity for all railroads.

DEPARTMENTS

23	As the Editor Sees It	7	Short and Significant
33	Freight Carloadings	38	Transit Personnel
11	Lines on Labor	31	Transit Roundup
8	Monday Morning Report	40	Viewpoint
33	New Equipment	18	Watching Washington
30	New Products Report	10	Week at a Glance
37	People in the News	36	You Ought to Know

. . . AND COMING NEXT WEEK

In April, Midwestern roads face a river rampage—perhaps a record breaker—as heavy snow melts and sets streams to climbing out of their banks. This year, the forewarned railroads will be well braced. A special report in the April 14 Railway Age tells of a two-pronged effort: (1) Wherever possible, to keep flood waters away from the rails; and (2) where that's not possible, to stabilize track to keep out-of-service time at a minimum.

Editorial and Executive Offices
New York, N.Y. 10007, 30 Church St.

ROBERT G. LEWIS: Publisher
LUTHER S. MILLER: Editor
FRED C. MILES: Executive Editor

Transit Editor: Joseph Asher
Mechanical: Fred N. Houser
Associate Editor: Philip Harrison
Car & Locomotive Cyclopedia:
Charles L. Combes
Art Director: Maurice H. Mates
Art Editor: Marvin Friedman
Editorial Assistant: June Meyer
Market Research: Robert N. Paltos
Librarian: Edith C. Stone
Production Manager: Fred B. Hecht
Manager—Contract Department:
Constance Nicolai

Editorial and Executive Offices
Chicago, Ill. 60604, 14 E. Jackson Blvd.

C. JAMES FISHER: Vice President—Sales
GUS WELTY: Senior Editor
Mechanical: Robert D. Bartley
Engineering:
Merwin H. Dick R. E. Dove
Signaling & Communications:
Robert W. McKnight
Editorial Assistant: Wanda Brown

Washington, D.C. 20004,
National Press Bldg.
Washington Editor: Frank Malone

London, W.C. 2, England, 4, Talbot House; 98 St. Martin's Lane
International Editors:
John Levett

Contributing Editors:
Norman E. Gillespie
3205 Chelsea
Orlando, Florida 32803

Charles Layng
6019 Nashua Ave.
Orlando, Florida 32809

E. L. Woodward
876 Chattanooga Ave.
Pacific Palisades, Calif. 90272

GEORGE DUSENBURY: Editorial Director

FOR LIST OF SALES OFFICES SEE ADVERTISING INDEX PAGE

Member of ABC RPI

Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.
Published weekly (except for four issues combining two-in-one) by the Simmons-Boardman Publishing Corporation, 508 Birch St., Bristol, Conn. 06010.
Railroad employees' subscription rate, U.S. possessions, Canada and Mexico, $6 one year, $9 two years, all others $15 for one year, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. Single copies 60¢ except special issues.
Address all subscriptions, change of address and correspondence concerning them to Subscription Dept., Railway Age, P.O. Box 961, Bristol, Conn. 06010.
Change of address should reach us three weeks in advance of next issue date. Send old address with new enclosing, if possible, your address label. Post Office will not forward copies unless you provide extra postage.

Circulation Dept.: John Rogers Director of Circulation, 30 Church St., New York, N.Y. 10007. POSTMASTER—SEND FORM 3579 TO P.O. Box 961, BRISTOL, CONN. 06010.
Printed at the Hughes Printing Co., 34 North Crystal St., East Stroudsburg, Pa. 18301. Second-class postage paid at Bristol, Conn., and at additional mailing offices.

SHORT AND SIGNIFICANT

Rock Island plans to restructure commuter fares

Rock Island is aiming to overhaul "an archaic and unbalanced fare structure," with a proposal to the Illinois Commerce Commission calling for a restructuring of the fare schedule with provision for a 6% fare increase. Simultaneously, RI announced it would acquire 10 new bi-level coaches to bring its fleet of double-deck cars up to 30 units (see p. 33). RI's director of passenger services, Murl H. Bonesteel, said the fare plan does not call for a flat percentage increase. Rather, the road will actually reduce the per-ride cost for most holders of monthly tickets while it increases the per-ride tab for some and puts the biggest per-ride increases onto single-ride, round-trip, 10- and 25-ride tickets. The plan also involves introduction of a new semi-monthly ticket and a ticket-by-mail plan. RI currently estimates its commuter-service loss at $779,000 a year; the increases will bring added revenues estimated at $220,000.

Burlington talks transit-district with its suburbs

Burlington becomes the third Chicago-based commuter line to look into the federal-aid situation in an effort to bring about service improvements. Illinois Central and the suburbs it serves are involved in a program which would put all-new equipment in commuter service. Chicago & North Western has suggested that suburban communities go the federal-aid route in improving stations and parking facilities (RA, May 6, 1968, p. 26). Now, Burlington is proposing a combination plan under which a transit district might be set up to assist in equipment acquisitions, while suburbs move individually for aid in station-and-parking improvements. Equipment needs, at this point, total about 12 double-deck coaches.

CN makes TRACS for better service

A new Canada-wide information system —called TRACS for Traffic Reporting and Control System—will be fully operational on the Canadian National by 1972. CN's automatic car identification (ACI) system will be an integral part of TRACS. Says C. F. Armstrong, CN's assistant chief of transportation-planning: "TRACS will provide us with instant, accurate and meaningful information on all CN traffic movements. It will facilitate decision-making and provide us with a means of vastly increasing utilization of our rolling stock fleet."

Rail-Trailer merger talks are terminated

Rail-Trailer and American Export Industries have been talking merger —but there's not going to be a merger, according to a joint announcement by R-T President Richard A. Heise and AEI President Jakob Isbrandtsen. Heise said Rail-Trailer will remain independent and will concentrate on the continued expansion of its financial and management services in the areas of inter-modal equipment leasing, distribution, inter-modal ground activities and household-goods movement.

Jenks heads Mississippi River Corp.

Downing B. Jenks, president of Missouri Pacific/Texas & Pacific, has been elected president and chief executive officer of Mississippi River Corp., MoPac's parent company. He succeeds William G. Marbury, who will continue as chairman of MRC, as well as chairman of MoPac. With Jenks' move into MRC, it is expected that increased responsibilities for running MP/T&P will go to John H. Lloyd, executive vice president.

UP, Shell in joint-venture oil exploration

Union Pacific's Natural Resources Division and Shell Oil are beginning an extensive, joint-venture oil exploration program southeast of Denver in the so-called Denver-Julesburg Basin. The first 25 wells in the project will be patterned through a 600,000-acre block of Shell-leased and UP-owned land, with drilling scheduled to get under way in March.

MONDAY MORNING REPORT

CROSSING SAFETY PROBED

Deaths due to accidents at rail-highway grade crossings—about 1,550 per year—represent only 20% to 30% of the total fatalities on the nation's highways. Crossing accidents are an even tinier percentage of all motor-vehicle accidents. But when an automobile and a train collide, it's usually death or severe injury for the driver. Small in number though the accidents may be, they are more than just insignificant statistics. They are avoidable, preventable, thoroughly unnecessary incidents. How can they be prevented? The most effective way, of course, is to make it physically impossible for train and motor vehicle to meet. But it would cost at least $100 billion to grade-separate the 225,000 rail-highway crossings in the U.S.

IT'S A MONEY PROBLEM REQUIRING PUBLIC SUPPORT

Less costly than grade separations are closings of streets and roads and possible abandonments of rail lines, and the installation of automatic protective devices at rail-highway crossings. But for manufacturers of warning signals, these installations represent only a $10-million annual market. Compared with funds spent for highways —in the billions—this relatively small market, shared by about seven suppliers, tends to inhibit R&D. The public, through its legislators and regulatory agencies, could increase the market—thus improving safety and providing incentive for technological innovation.

STANDARDS WOULD MEAN MORE EFFECTIVE SOLUTIONS

Realistic control of the crossing problem can come about through application of standards, says William B. Johnson, Illinois Central president: "We need uniform laws controlling vehicles through grade crossings. We need uniform standards for financing automatic protection. We need uniform, better signs in advance of and at crossings. We need some agreement as to what crossings can be eliminated. We must have a uniform, greatly expanded program of public education."

PUBLIC MUST BE MADE TO WANT BETTER CROSSING SAFETY

Danger at the crossing is brought home forcefully to the individual when he or a relative or friend is involved in a motor vehicle-train collision. At that point—if he is still alive—he is most susceptible to education about his responsibility as a driver and tax-payer for improved crossing safety. But such education must be a continuing job —especially as the average motorist remains unaware of the danger or his own responsibility for safety.

For $100 million, you can get

ONE MILE OF URBAN FREEWAY OR FOUR MILES OF RAPID TRANSIT

Transportation experts agree that rail rapid transit is the most efficient answer to the problem of linking communities within the city and with the suburbs.

Look at the figures. It is estimated that one mile of multilane city freeway costs about the same as four miles of subway—$100 million . . . ***and rapid transit carries 17 times more people per lane.***

GRS engineers have conceived and developed hundreds of innovations which apply electronic techniques and computer principles to transportation control systems.

We understand control systems, as most railroaders know. And so do transit men in New York, Boston, Cleveland, Chicago, Toronto, Madrid, Barcelona—where GRS systems are at work or being planned.

After all, we've been in the business 65 years.

GENERAL RAILWAY SIGNAL COMPANY

A UNIT OF GENERAL SIGNAL CORPORATION

ROCHESTER NEW YORK 14602

3475 ATLANTA BOSTON CHICAGO MONTREAL NEW YORK OAKLAND ST LOUIS ST PAUL

Circle 5 on coupon page 30

RAILWAY AGE
THE TRANSPORTATION WEEKLY
April 7, 1969

WEEK AT A GLANCE

Carloading increase predicted

Rail freight traffic is expected to show a ton-mileage increase of 4% over that noted for the second quarter of 1968, based on a 2.1% increase in carloadings for the second quarter of 1969, according to the Association of American Railroads.

Of 13 Shippers Advisory Boards, three—New England, Great Lakes, and Mid-West—estimated declines of 0.3, 0.9 and 0.02% respectively. Northwest estimated the most substantial increase of 9.1% (33,640 loadings) over the second quarter of 1968.

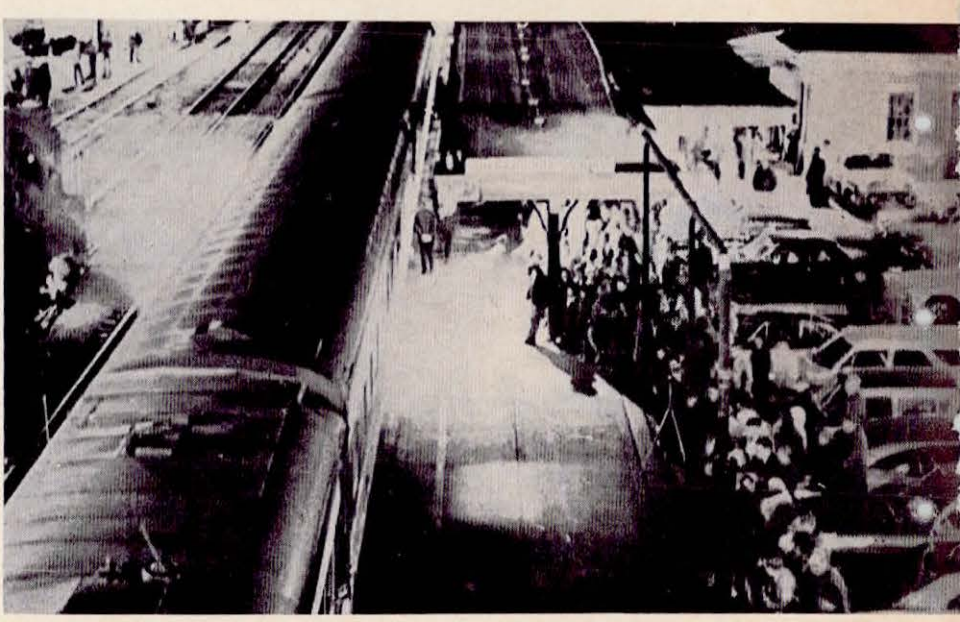
Loading increases are expected in 33 categories, the most significant being coal and coke, chemicals and explosives, lumber and forest products, and grain.

Westinghouse Metroliner passes test

The Budd Co. has announced that a Westinghouse-powered Metroliner train successfully passed a series of tests March 20, reaching speeds of 165 mph on the 21-mile test track between Trenton and New Brunswick, N.J.

Testing had been resumed last December after performance problems plagued earlier tests. Modifications made to sub-stations along the Penn Central track solved the major difficulty, according to budd.

Special train takes Ike on last trip to home in Kansas



More than anything else, the funeral train that made its way from Washington to Abilene, Kans., last week was a final act of Dwight D. Eisenhower's consideration for his wife Mamie.

Mrs. Eisenhower dislikes flying, and mainly for that reason the train movement was incorporated in the 43-page funeral plan drafted by Gen. Eisenhower five years ago, according to a spokesman for the C&O/B&O, which had the major operating responsibility.

C&O/B&O provided this consist: three locomotives; buffer coach; draped baggage car 314, to carry the casket; four 11-bedroom sleepers; one sleeper-lounge; crew dormitory; diner; and the business car "Santa Fe", used by Gen. Eisenhower in his 1952 Presidential campaign.

Special operating procedures were used for the train. A two-locomotive, three-car pilot train moved 35 minutes ahead of the funeral train. The funeral train itself ran under a 50-mph maximum speed and at reduced speeds when crowds appeared (despite attempts to keep the route secret). Other trains were not permitted to pass or meet the funeral train, and all trains on sidings were inspected for protruding objects. All switches through the St. Louis division were spiked. Railroad personnel were assigned to all grade crossings which do not have automatic equipment, and uniformed rail policemen were stationed at tunnels and bridges. Total number on the train: 125.

RI sets up computerized claim system

Rock Island has turned computer technology loose on the processing of freight loss and damage claims and payments—with immediate benefits for both shippers and the railroad. For the shipper, says Vice President-Traffic A. F. Hatcher, "the new system means faster investigation and settlement of claims, receipt of one check for claims settled in each semi-monthly period instead of individual checks for each claim, and receipt of a semi-monthly statement which lists the status of all claims processed during the period." Rock Island, Hatcher says, benefits from "faster processing and tighter control of claims and also a reduction in claim tracing. Most importantly, we will be able to use the data stored in the computer for setting up damage-prevention programs." With all the computerization, however, one major element in the program remains "human"—claim investigation.

Southern moves to increase its capital stock

Southern stockholders will be asked May 20 to grant directors authority to increase the capital stock of the company. President W. Graham Claytor said there are no present plans for issuance of the new stock but the directors feel that "it is in the best interests of stockholders to create a flexible situation for the future in connection with financing appropriate corporate projects or in connection with adoption of any desirable plans for acquisition, expansion, merger or diversification involving the use of equity securities."

GUS WELTY

LINES ON LABOR

THE MACHINERY for handling major disputes under the Railway Labor Act has remained remarkably untouched since the founding fathers of the RLA put their thoughts through Congress. Opinions have been voiced on a number of occasions, to the effect that the machinery is inadequate to the task. Twice during the 1960's, the machinery has broken down completely and ad hoc legislation has been deemed necessary. Still, the RLA dispute-settling equipment remains—negotiation, mediation, maybe arbitration, maybe emergency-board handling. Presidents have promised to make new proposals to cover national-emergency strike situations. President Johnson's advisors couldn't agree on what to suggest; President Nixon's perhaps haven't had enough time yet to consider alternatives. In any event, nothing has happened. But there is a new crop of RLA-change bills now before Congress.

IN THE SENATE, there is a bill introduced by Sen. Holland, Democrat of Florida. Sen. Holland's proposal is a simple one. It provides for creation of an arbitration board by the President under much the same conditions covering creation of an emergency board under the present Act. There's one catch: Sen. Holland's RLA amendment would apply only to airlines.

IN THE HOUSE, Rep. Pickle, a Texas Democrat, has proposed a more complicated amendment—an arsenal-of-weapons amendment. Under Rep. Pickle's bill (which covers railroads as well as airlines), the President would have several choices, including creation of a special board to make final-and-binding determination; seizure of the property through the Secretary of Commerce; or submission of new legislation to Congress. Unlike Sen. Holland's proposal, Rep. Pickle's would not completely eliminate the emergency-board provision. The arsenal of weapons would only be opened-up if emergency-board proceedings failed.

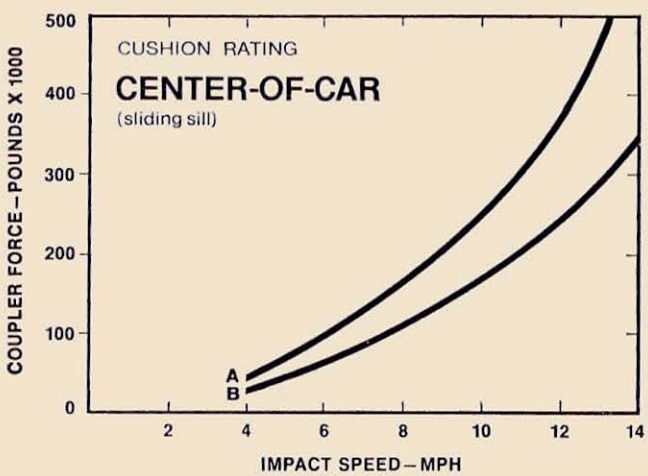
QUITE POSSIBLY, President Nixon and his people may have other suggestions. Hopefully, they will. There is something ludicrous about an RLA amendment that involves passenger transport by air and ignores rail transportation. There is something cumbersome about Rep. Pickle's bill, though it does have the advantage of leaving doors open for alternative courses of action. Any way things go, however, Congress will have to have courage to make almost any change in the guts of the Act. The brotherhoods like it, just the way it is. And, when you look at the record, why shouldn't they?

CUSHIONING TESTS PROVE ACF FREIGHT-SAVER™ PROTECTS BEST.

Give your ladings a break, not breakage. Specify ACF Freight-Saver cushioning for your cars.

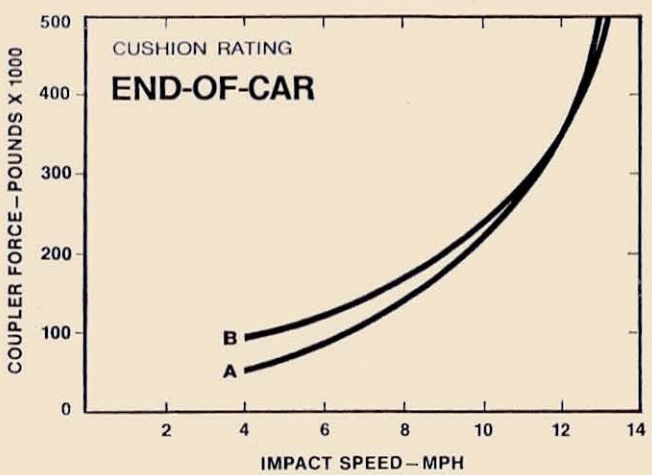
Recent independent tests prove Freight-Saver units cushion best. They give greater protection to ladings for fewer damage claims, and they require minimum maintenance for longer life.

The tests were conducted according to rigid AAR specifications. Here is how Freight-Saver center-of-car units compared with a typical sliding sill device. Both units have 20" of travel.



Curve A: Typical 20" sliding sill unit rates at 500,000 pounds coupler force at 13.2 mph.
Curve B: ACF's Freight-Saver 20" center-of-car sliding sill unit rates at 340,000 pounds coupler force at 14.0 mph.

And here is how ACF's Freight-Saver end-of-car system measures up.



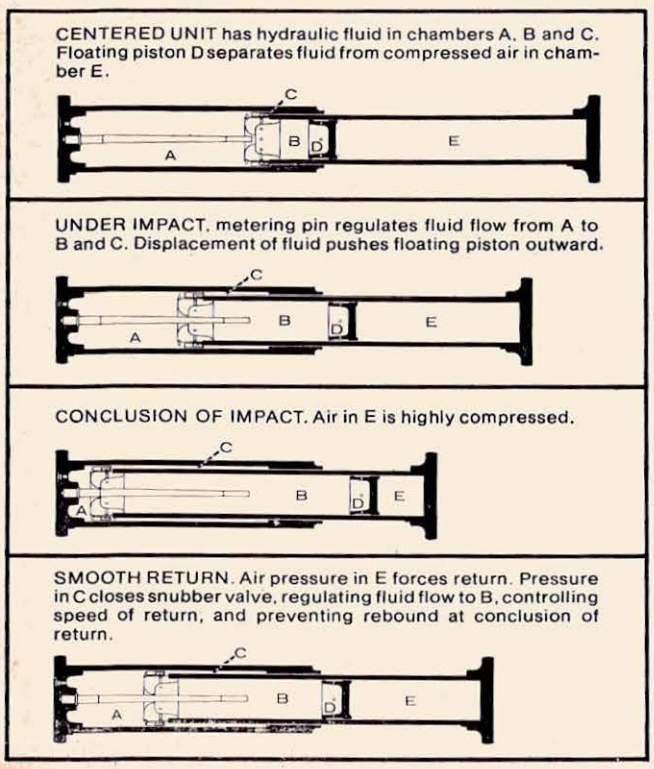
Curve A: Competitive 15" end-of-car cushioning rates at 500,000 pounds coupler force at 13.0 mph.
Curve B: ACF's Freight-Saver 15" end-of-car cushioning unit rates at 500,000 pounds coupler force at 13.2 mph.

That's protection. And Freight-Saver has more to offer: Better impact behavior characteristics and unsurpassed reliability.

Freight-Saver never goes "solid." Because there's no metal to metal contact, there is almost no wear in buff and draft. Its unique self-contained air spring provides positive recentering without the lash-back characteristic of mechanical spring recentering systems.

Reliability made Freight-Saver famous. Freight-Saver's industry-wide reputation for dependability is due largely to the fact it has just 4 moving parts. Freight-Saver's record of year-in, year-out service without maintenance is unmatched. It's one more reason why there are more than 15,000 Freight-Saver units in service or on order today.

FREIGHT-SAVER CENTER-OF-CAR UNIT IN ACTION. The Freight-Saver unit's simple design assures reliability.


CENTERED UNIT has hydraulic fluid in chambers A, B and C. Floating piston D separates fluid from compressed air in chamber E.
C
A
B
D
E
UNDER IMPACT, metering pin regulates fluid flow from A to B and C. Displacement of fluid pushes floating piston outward.
C
A
B
D
E
CONCLUSION OF IMPACT. Air in E is highly compressed.
C
A
B
D
E
SMOOTH RETURN. Air pressure in E forces return. Pressure in C closes snubber valve, regulating fluid flow to B, controlling speed of return, and preventing rebound at conclusion of return.
C
A
B
D
E

More cushioning per dollar. For new cars up to 60 feet long, Freight-Saver center-of-car cushioning provides more cushioning per dollar invested than any other available system.

Center-of-car Freight-Saver sliding sill units save weight. Freight-Saver sliding sill devices save up to 2,000 pounds compared with spring-return center-of-car cushion systems.

Freight-Saver advantages improve end-of-car cushioning, too. For new cars longer than 60′ and for upgrading older cars, ask for Freight-Saver end-of-car cushioning. It's easy and less costly to install. And it keeps your cars on the go for extra years of profitable, damage-free service.

Freight-Saver protects your ladings, your cars and your profits best. For more details, call or write ACF Industries, Incorporated, American Car & Foundry Division, St. Charles, Missouri 63301.

MEMBER RPI RAILWAY PROGRESS INSTITUTE

acf ACF INDUSTRIES

JOHN A. VOLPE, DOT Secretary, draws on Boston transit experience.

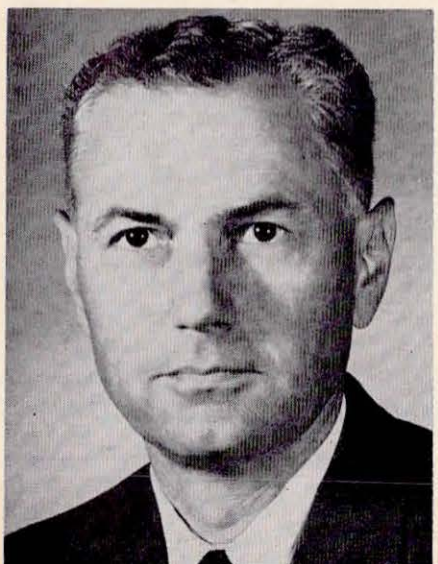
CARLOS C. VILLARREAL, UMTA Administrator, is an aerospace man.

New faces, new questions on the transit scene

The changing of the guard in the federal transit program means a new team, a new style—and maybe new policies.

JAMES D. BRAMAN, Asst. Secretary for Urban Systems, was Seattle's Mayor.

JAMES M. BEGGS, DOT Under Secretary, comes from the NASA program.



BY JOE ASHER, Transit Editor

One by one, the new men are arriving in Washington to take over the federal transit program. The general attitude of transit men toward them will be cautious until the lay of the land is clearer.

The optimistic view of DOT Secretary John A. Volpe and his transit team runs this way: There was an obvious attempt to get a "mix" among top appointees, in terms of both ideology and geography. Volpe wants to get all points of view represented at 800 Independence Ave.

The pessimistic view is that Volpe is a man for all seasons, concerned (as are many politicians) to tell each interest group just what it wants to hear. When nitty-gritty time rolls around (this view holds), the highway lobby, with its superior financing and excellent contacts on Capitol Hill, will steamroller the transit program—leaving the far-out technology types to pick up the pieces.

● **The new team.** Who are the men behind the new faces? Carlos C. Villarreal, the Urban Mass Transportation Administrator, was vice president for marketing and administration at the Marquardt Corp., in Van Nuys, California. Before that, he was a turbine specialist at General Electric.

The new Assistant Secretary for Urban Systems and Environment is Mayor James D. Braman of Seattle. His deputy assistant secretary is Michael Cafferty, who was a Braman advisor in Seattle.

The "corporate go-between" to Volpe, the new DOT Under Secretary, is James M. Beggs, formerly Associate Administrator for the Office of Advanced Research and Technology at NASA.

Volpe himself was of course governor of Massachusetts, and for a brief period in the Eisenhower Administration, was Federal Highway Administrator.

● **Something for—whom?** Clearly, there is a "mix." But it doesn't necessarily follow that the new team's philosophy is Something for Everybody.

Is the stage set for a plunge into developmental work in exotic technology? There are signs it is. At week's

PAUL SITTON

UMTA'S outgoing chief says:

"We have the technology; we're not using it"

A firm advocate of mass transit NOW is Paul Sitton, the first Urban Mass Transportation Administrator (he left office April 3 as Carlos Villarreal took over). Sitton, who was in the Bureau of the Budget and the Department of Commerce (as Under Secretary for Transportation) before going to DOT, believes the problem is not finding new technology—but getting existing technology off the shelf. In an interview with Transit Editor Joe Asher, he discussed the accomplishments of his own Administration—and his hopes for a smooth transition to a new one.

Q. Mr. Sitton, how effectively are mass transit interests represented in Washington?

A. Not effectively enough. If you look at all the various groups who are interested in urban mass transportation, you see quite a large and potent group of political interests throughout the United States.

I'm speaking here not only of trade organizations and independent suppliers, but also of the general public, the older people, people in the ghetto, the electric utility industry and others.

Yet we have failed in the past to coalesce these interests into some form of action group. That is partly because of a lack of focus on what the true problems are, and partly because in the past, urbanologists have failed to include social mobility among the critical issues that we face in the cities.

For example, I've talked to people in the Urban Coalition, who only now are beginning to realize that moving people in and around cities is just as important an element in improving the life of our communities as education, health, shelter and clothing. Without transportation these others cannot be taken advantage of fully.

Q. So you're saying mass transportation has to get a much higher priority than formerly?

A. That's right. Until we get this principle settled, I don't think we are really going to be able to go ahead with the kind of program solutions that we need.

This gets back to the question of just what the federal role is. In part, the shyness and relative timidity of the industry in facing up to these questions results from the failure to focus on this federal role.

As you know, the Urban Mass Transportation Act of 1964 made the commitment to a federal role in the first place. It provided an initial program, if a token program. But still today, there is hesitancy and reluctance on the part of many in the Congress to bite the bullet, and say how far we are committed at the federal level to support these programs.

Q. You think the level of federal funding should be much higher than it is now?

A. It should be substantially higher, for a number of reasons. We're going to spend over $50 billion on urban transportation in the next 10 years, no matter what happens. With the share for the urban mass transportation program just $175 million annually, there is no question that relative levels for different programs are substantially out of proportion.

Q. What's your opinion of the various proposals for transit trust funds?

A. I think it unrealistic to believe that we can raid the highway trust fund and use those revenues to support an urban mass transportation program.

The alternative is to find some other means of diverting or directing federal dollars into a similar type of program for urban mass transit.

Q. What makes this formula so strong?

A. Let me say that I was in the Bureau of the Budget in 1957, the year we

---

end, Villarreal was roughing out a statement which reportedly called for more research, and more receptivity to new approaches.

This could mean simply a review of all the technical possibilities, such as has been carried out many times in the past. Or it could mean UMTA will abandon the gradualist approach, discontinue work on conventional systems and plump heavily for the exotics.

In terms of broad statements relating to mass transit, Volpe can be put down as a supporter.

For his first appearance before a transit group since assuming the top DOT job, Volpe came to the Fourth International Conference on Urban Transportation in Pittsburgh bearing gifts—of a sort.

He took the occasion of the meeting to announce a $1.46 million grant to five medium-sized cities around the country (including Pittsburgh) for comprehensive downtown transportation studies.

Volpe also took the occasion to express his belief in getting a better balance in transit spending vis-a-vis other modes; in the necessity for public transport to stay healthy in the big cities; and of his interest in the trust-fund concept as a possible way to siphon more money into mass transit.

● **The Boston background.** Furthermore, Volpe is remembered from

"AN EFFECTIVE TRANSIT PROGRAM SERVES DETROIT'S

kicked off the Interstate Highway program. The Highway Act of 1956 and the Highway Revenue Act of the same year set up both a trust fund and substantially increased financing levels for highways.

Look at the results. There is an assured source of revenues. The states know that every year they can project rather accurately what the levels of revenue are from the gasoline tax, tire tax and size-and-weight tax on trucks. They can pretty well look five to seven years ahead.

Another strong point the highway trust fund has is that it provides flexibility in contract authorization. This means that the substantive committees provide the authorizations, and after these are passed, the states may go ahead and start committing funds without awaiting the appropriation process.

All the appropriation process provides is the liquidating authority for paying bills incurred at an earlier date. So it doesn't subject the program to competition for the tax dollar in the Bureau of the Budget or the appropriations committees of the Congress.

Q. If the trust-fund concept were applied to mass transit, it would open the way to secure long-term planning?

A. Exactly. The difficulty now is that the urban mass transit program, like other federal programs, is financed on a year-by-year basis. Local communities don't know how much federal money there will be to support their programs.

The results are several. There is strong hesitation on the part of local communities to make commitments in the form of bond issues to support the local financing share.

Secondly, you see a reluctance to plan or build new systems, to attempt to find improved technology or even utilize existing technology to expand existing systems. If you look at what's happened since the Urban Mass Transportation Act of 1964, with just the small appropriation level that we've had, you see a glimmer of hope.

There is some new equipment being purchased. Certain states and local communities have taken the initiative.

But this is mostly in cities with existing systems. In the other cities, it's been an uphill, often impossible struggle to get new systems started.

The experience we had with BART in San Francisco is a perfect example. It's a miracle that BART has been able to survive in spite of the difficulties.

Q. Are the transit trade organizations properly organized to step up the promotional effort?

A. I think they have the potential to do this. The American Transit Association represents a large number of bus and other transit companies, which, with their employees, can play a substantial role in bringing home both locally and in Washington, the need for improved mass transit.

The Institute for Rapid Transit, as we know, has been primarily technically oriented and only just recently moved to Washington. I am sure that with time it will develop a better understanding of the political environment. I don't think that it is at this time adequately structured to respond to the political process.

Q. How about other groups—the mayors for example?

A. The U.S. Conference of Mayors and the National League of Cities are probably the most active and continually persistent in supporting national programs in this area. They've done a very good job in the past.

I would particularly praise Mayor [now DOT Assistant Secretary] Braman of Seattle for the job he did when he was chairman of the Transportation Committee of the National League of Cities, bringing home to the League the importance of urban mass transportation. As a result of his efforts, the League took a strong position behind urban mass transportation. The Conference of Mayors did the same.

Q. Do you think quarrels between highway and rail transit interests in the past were injurious to the over-all transit cause?

A. There is probably an inherent conflict that will continue, because you are talking about allocation of scarce resources. I don't care how affluent a society you are in, when you get down to the stage where you cut up the tax dollar, everyone is in there competing for a larger portion.

However, I believe that in the past there was a lot of unnecessary clamor and irritation in the so-called transit-highway controversy. I personally believe there is a substantial need for highways and that need will continue to grow.

I think the transit program can go very far in making highway transportation more efficient, and for this reason I think some people have been short-sighted in looking

---

Massachusetts as a friend of mass transit plans up there. While not the author or instigator of the Massachusetts Bay Transportation Authority's master plan —his predecessor, Gov. Endicott Peabody, was that—he is on record as a supporter of it, and of the concept of public aid for public transport services.

As governor, his appointments to the MBTA board drew varying opinions, but there were no charges of political payoffs.

However, there are other factors that cloud the issue of Volpe's transit commitment. A week after the Pittsburgh speech, Volpe was quoted as saying that inner-city expressway construction should not lose its priority (RA, March 31, p.84).

He was also quoted as saying that he did not expect to submit a comprehensive transit plan to Congress before next year.

One man close to Volpe and familiar with urban problems describes the new DOT Secretary as a man of sincerity whose word, once given, is his bond.

● **To the back burner?** However, the same source goes on to the opinion that Volpe is much given to delegating authority, and likes to put problems "on the back burner" until they stare him in the face.

Volpe has not been in his new job long, but he seems already to be having trouble with the press.

OWN INTERESTS"

at the long-term future of urban transportation. As Secretary Volpe said in Pittsburgh, we can't continue to meet our total demands for urban transportation on the highways.

To the extent that you can meet peak-hour requirements with public transportation, you make existing highways more efficient for the motorist who must rely on his automobile.

What I'm really saying is that the long-range interest of Detroit is served by an effective urban mass transit program. I hope this message can be gotten across to the automobile industry loud and clear.

Q. Don't you feel that too much has been made of the technical side of mass transit, compared to financial and administrative aspects?

A. I do. There is a lot of technology lying around on the shelf right now. However, we have not found a practical way of getting it off the shelf, and you certainly don't do that by making more studies of technology.

We make a fetish sometimes in the United States of talking about our failure to take advantage of technology. In the final analysis, this fetish is often an excuse for not facing up to the much more vexing institutional, economic and social problems we have failed to solve.

Q. You're saying the real issue is public policy, not technology?

A. I am. There are some very simple analogies that can be drawn from government policy over the past 20 years.

We have one of the healthiest nations in the world, and we're healthy because we spend a lot of money on health. We didn't have the instrument for making the policy before we started spending the money. The same is true of nuclear power applications, aerospace, rural electrification and highways.

If you can find a successful combination of public and private resources, the technology will take care of itself. The private sector will become very vigorous in providing products to serve the market.

Q. Do you think the climate for applying this approach to transit is getting any better in Congress?

A. Yes. Both the Congress and the executive branch, because of the heavy involvement in the problems of our cities are being forced to look at these problems in their totality.

If you look at the trend of votes on the authorizations and appropriations for urban mass transit over the years since 1964, you will see a gradual expansion in the number of Congressmen and Senators who have supported the program.

I've found a few rather surprising votes for the program from people I would have thought would vote against it.

Another point: The new Republican Administration is committed to solving the problems of our cities. I believe that they will be committed to solving urban transportation problems among them. This, in combination with traditional transit support from big-city Democrats, increases chances of getting a stronger transit program.

Q. In all of this, what is the role of the Urban Mass Transportation Administrator?

A. It's very hard to talk about what may happen in the future. In large measure it depends on what the Secretary and the President consider that role to be.

Since last September, when I became the Urban Mass Transportation Administrator, I have felt that my role was to act as a catalyst—attempting to express within the federal government the requirements of an urban mass transit program, which I believed had been long overlooked.

In a sense there was a peculiarly promotional role in this: For example, working with local mayors, business leaders and community groups. I was attempting to get the message across that a mayor could come to the Department of Transportation and say, "Help me provide a total urban transportation system," rather than have the mayor say, "Help me with my highway problem," "Help me with my transit problem," or "Help me with my airport access problem."

In the past, working with the former Under Secretary, John Robson, I attempted to provide this kind of role in the Department, and to look upon this agency as being the first intermodal agency, rather than one oriented to rail transit or buses or highways or gravity vacuum tubes or whatever.

We didn't have such a focal point before. I hope that Mayor Braman will provide that in the future, and I think he will. It will have some impact on the role of the Urban Mass Transportation Administrator.

Q. You foresee a smooth transition as the new Administrator takes over?

A. I have met my successor, Carlos Villarreal, several times here in Washington. I'm impressed with him. In my view, he has a very good understanding already of the

(continued on page 23)

The Pittsburgh newspapers had fun with a reference he made at the transit conference to speeding-up access from downtown to the Allegheny County Airport. It seems the main air facility there is the Greater Pittsburgh Airport, not the other one.

A national chain of newspapers printed a report that the research contract award he announced at the Pittsburgh conference went to the highest bidder, a Massachusetts firm.

In the event, it turned out this was the second highest bidder, and the firm was not by any means a fly-by-night.

The press is clearly looking for some "handle"—some category, philosophy or affiliation to identify Volpe with. His next task is to make sure the pigeonhole they eventually find is a favorable one.

● **The men from space.** Villarreal's appointment raises question and maybe eyebrows, too. The new UMTA Administrator is primarily a technician and a businessman from another discipline, with no record to speak of in the transit field.

The new DOT Secretary is reported to have said that there have been few or no new ideas in transit for decades. If so, a man with an aerospace orientation is clearly being looked to, to supply the new ideas.

Coupled with the fact of Beggs'

FRANK MALONE

WATCHING WASHINGTON

TRUCKERS SPREAD THE WORD that common ownership, rail ownership of other modes, would kill competition. What they say is probably what opponents on the Hill will say. If so, rails must draft a case that shows the nation's need for cross-management as the means of efficient transportation more than the industry's need of such freedom as the means of survival.

TRUCK SPOKESMAN point to piggybacking and to bulk-material transfer between trucks and jumbo rail cars. They ask how common ownership can beat this separate-mode coordination. They argue that rails cannot prove that arranging such movement is awkward and time-consuming, but rails must admit the same arrangements brought traffic back precisely because what's arranged is efficient service for shippers. Nor can rails show how they would run other carriers more cheaply than present managers, truckers say. Their conclusion is that promises of higher performance at lower cost under common ownership are completely imaginary.

COMPETITION'S GIFT to the shipper, lower rates and technological advances, would die under common ownership, the opponents say. The 35% drop in rail rates from 1957 to 1967 came from other-mode pressure rather than goodness of rail heart, and the same goes for the evolution of super rail cars, truckers contend.

LOOK AT HISTORY, the argument continues. When rails controlled Great Lakes and Panama Canal water carriers, they used their financial power to underwrite rate wars against independent boat operators, truckers say. The Panama Canal Act stopped that abuse, but further restriction was needed in the 1935 Motor Carrier Act to prevent similar attacks on truck lines. And such legislation, truckers argue, is a clear rebuttal of the railroad cry that the national transportation policy is misinterpreted to prohibit common ownership.

THE CHOICE, as truckers draw it, is four distinct, sharply-competitive modes whose managers are free to exercise traffic-gaining initiative, or a handful of giant rail-dominated cartels controlling all for-hire transportation. As it looks now, the truckers have nearly two full months to continue painting their version of that choice, before railroad spokesmen take the case for common ownership to the Hill.

NASA background, this could portend a bias in DOT councils toward aerospace technology, exotic systems and the like.

That may be viewed sympathetically or not. But if bias there is, a sure consequence is that the small budget of the federal transit program could only accommodate a heavy aerospace-type developmental effort by siphoning off practically all funds from immediate action transit improvements.

Few in the transit industry would find such a policy to their liking.

● **Seattle strong man.** Possibly brought in to act as a counterbalance was Mayor Braman, whose credentials as a transit supporter are strong. The campaign to bring rapid transit to Seattle dates almost exactly from the time his office took an interest in it.

Braman's own cause

Close liaison was maintained between his administrative staff, the engineers doing feasibility studies, and community leaders enthusiastic for the transit cause.

Braman was commonly recognized to be the heart and soul of the campaign for a bond issue that would have begun financing rapid transit for Seattle.

Although the bond issue won less than the required 60% of the vote and therefore went down to defeat a year ago, he did not slacken efforts to increase public understanding of mass transit as an issue.

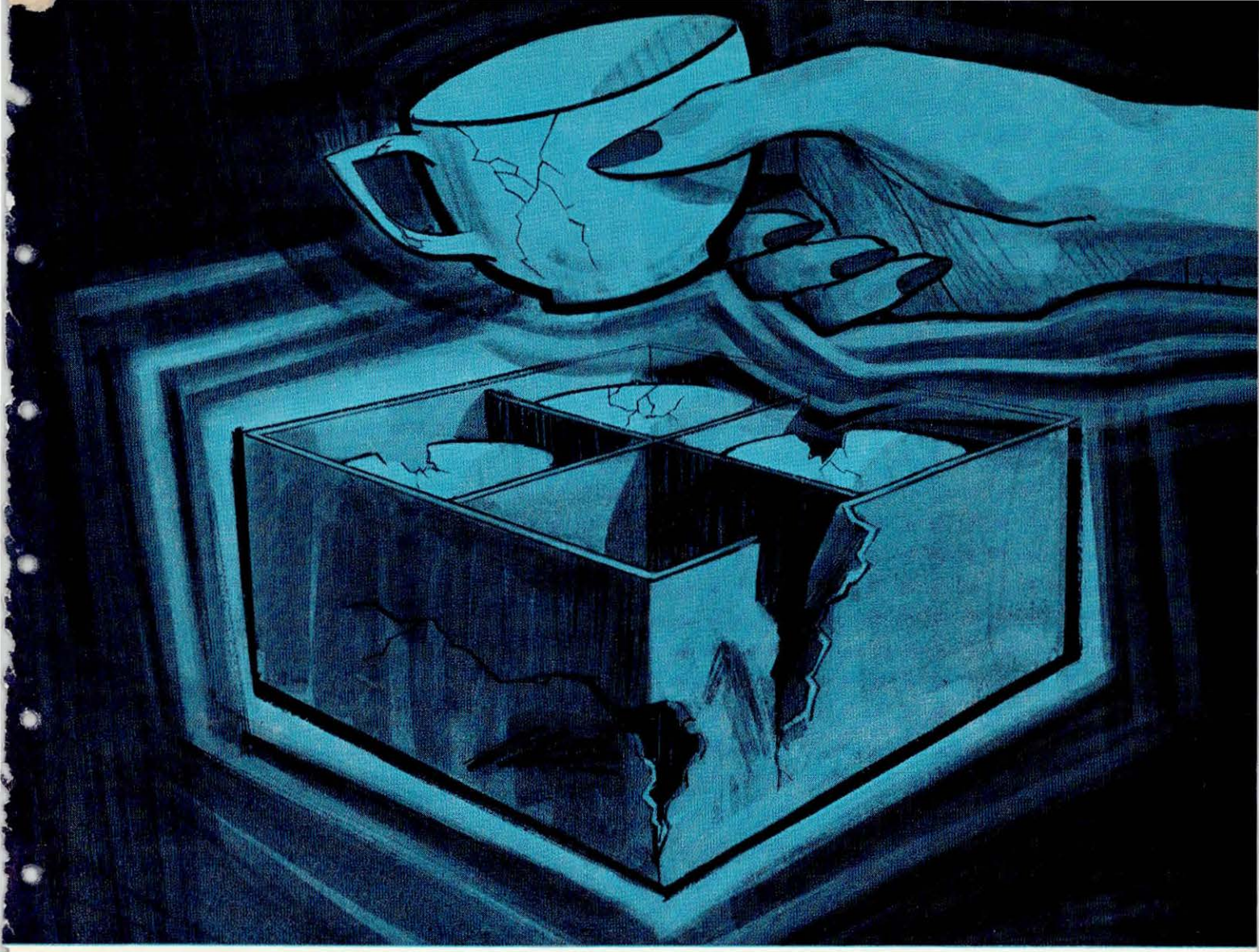
As head of the transportation committee of the National League of Cities, and also in the U.S. Conference of Mayors, Braman was instrumental in making improved urban mass transit a key part of their program.

Furthermore, he was the first big-city mayor to focus on a way out of the present transit-financing dilemma—some sort of trust fund, comparable to the highway trust fund, that would make planning with a long lead time both secure and attractive to hard-pressed cities.

In his new job as Assistant Secretary for Urban Systems, Braman will be responsible for relating urban transportation to the environment.

He is on record as believing strongly that transportation is a tool for enlightened shaping of urban growth. In Seattle's own planning process, he was as interested in urban design aspects as he was in hardware.

Is Braman going to be the window dressing for Villarreal's policies? Is Villarreal just there to make the Braman philosophy look sexier? The succeeding months will tell which view is correct—or, if, in fact, there is going to be a completely new ball game. ■



damage

IT COSTS YOU.

Lading damage on American railroads runs over 100 million dollars annually.

Every dollar paid out in damage claims reduces your profits.

ASF products are engineered to cut lading damage. Wouldn't it be more profitable to specify them in the first place?

Make ASF equipment part of your cost reduction program.

American Steel Foundries, 1005 Prudential Plaza, Chicago, Illinois 60601.

IN CANADA: IEC-Holden, Ltd., Montreal, Quebec, Canada, 101.

ASF **American Steel Foundries**

ONE OF THE Amsted INDUSTRIES

UNIT® BRAKES • CLASP BRAKES • ROTOR BRAKES • SIMPLEX® BRAKES • YOKES • SIDE FRAMES • BOLSTERS • COUPLERS • SPRINGS • SPRING TESTING DEVICES • RIDE CONTROL® TRUCKS
RIDE MASTER® TRUCKS • SIX-WHEEL TRUCKS • PINS AND BUSHINGS • CAST STEEL BRAKE BEAMS • SIMPLEX® UNIT SNUBBERS • DRAFT SILL END CASTINGS • RIDE CONTROL® PACKAGE

The new hot line to Washington.

A train that can go 160 mph. One way General Electric engineering is helping move people faster... and cities closer.

From downtown New York to downtown Washington in less than three hours.
On the new Penn Central Metroliners.
It's the beginning of a new era in ground transportation in the U.S.
These high-speed trains—built by Budd—are part of the Department of Transportation's planning for balanced transportation systems. And General Electric is supplying motors and controls that make them high-speed.
General Electric is also helping open a new era in air transportation.
With jet engines for new kinds of planes.
Planes like the McDonnell Douglas DC-10 . . . designed to carry 350 passengers.
And like Boeing's supersonic transport . . . designed to go 1800 m.p.h. From one continent to another in three hours or less.
General Electric is also providing new drive systems for rapid transit. Computers and closed-circuit TV for traffic control. Engines for helicopters and hydrofoils.
New ways to keep America on the go...new ways to make progress.

Progress is our most important product

GENERAL ELECTRIC

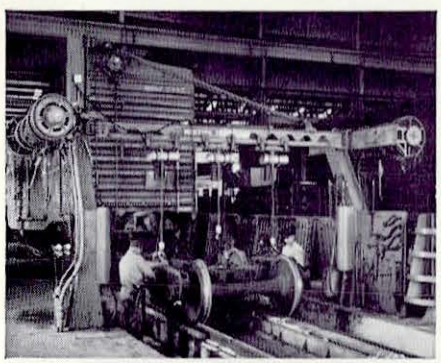
Whiting finds so many ways to cut your service costs

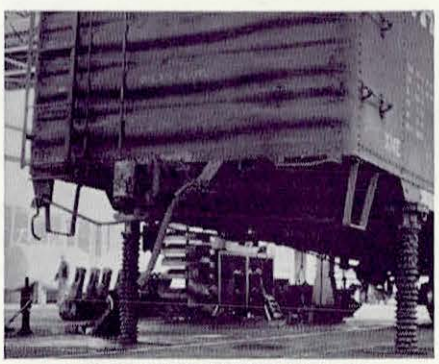
There are an encouraging number of new ways to shave time from maintenance schedules. Your Whiting engineer can show you most of them.

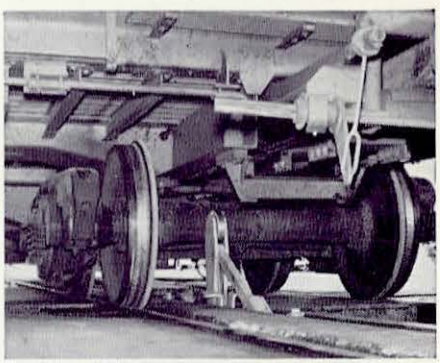
Our reputation for improving rolling stock service techniques has led to some interesting assignments. Like developing *complete systems* for Progressive Spot Repair, for washing out covered hopper cars, for filling locomotive sand boxes faster, for moving and spotting cars by remote control.

If *you* are considering new or modernized maintenance facilities, let's get together and discuss *all* the ways to save money.

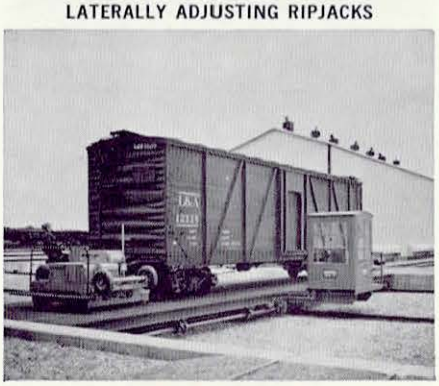
WHITING CORPORATION
HARVEY, ILLINOIS 60426 U.S.A.

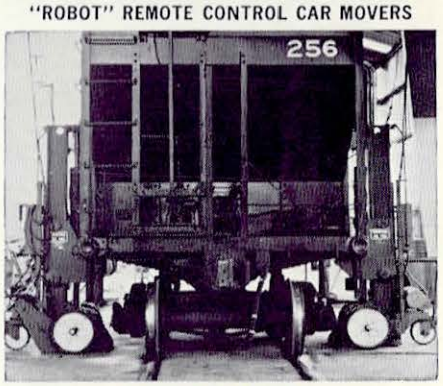

REPAIR STATION JIB CRANES


LATERALLY ADJUSTING RIPJACKS


"ROBOT" REMOTE CONTROL CAR MOVERS

DROP TABLES

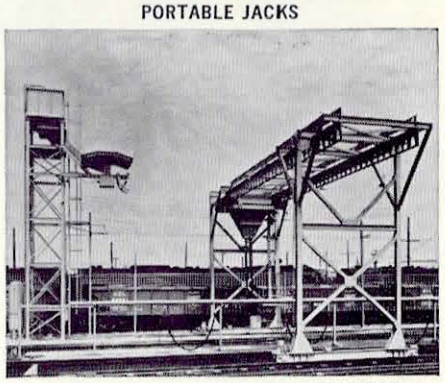

TRANSFER TABLES



PORTABLE JACKS

TRAIN WASHING SYSTEMS

WASHING INTERIORS OF COVERED HOPPER CARS


LOCOMOTIVE SAND BOX FILLING SYSTEM

(continued from page 17)

kind of problems he's going to face.

This is a very small Administration. While it is equal in status to the Federal Highway Administration, the Federal Aviation Administration, the Federal Railroad Administration and the Coast Guard, a look at the figures for personnel gives you a rather interesting contrast.

About 800 people work in the Office of the Secretary; The FAA employs about 48,000; the Federal Highway Administration about 6,000; the Federal Railroad Administration about 1,100; the Coast Guard above 40,000; and then there is UMTA with 59 people.

We talk of the problem of the cities being one of the most critical that the federal government faces, the problem of urban mass transit, problems of coordination, trying to coordinate this program with programs in HUD, of responding to budgetary demands and other demands—for reports on legislative matters, and so on.

All this places just an impossible burden on the personnel of this agency. It's nothing less than disastrous in terms of our resources.

Q. So there is still a long way to go to dramatize the resource needs of transit programs?

A. That's right. We need to develop a better understanding of the very thinness of the program's support internally. The Secretary is aware of this, and has assured me he will do everything in his power to improve the status and position and resources available to this agency to accomplish the job it has been assigned.

I'm sure that with Mayor Braman on the job, strong support will come in that area. But the program will require very active and vigorous friends on the outside.

Q. Do you think an ad hoc group ought to be established to push the transit funding plan, to pull together the diverse elements that would benefit?

A. If we are to get through a program of this nature, I believe some such ad hoc arrangement would be required. There is presently no structured association or group that is comprehensive enough to represent all the people and all the interests that have a stake in improved urban mass transit. There has got to be some leadership. ■

LUTHER MILLER

AS THE EDITOR SEES IT

A BITTER MEMORY—Every railroad man—and every railroad supplier—well remembers that grim winter of 1966-67. In an effort to cool off an overheated economy, Congress suspended the investment tax credit (a device that encourages capital outlays by cutting a company's tax liability by 7% of the cost of new equipment or other facilities). Railroads had taken full advantage of the credit—one reason their capital outlays in 1966 rose to an all-time high of nearly $2 billion. For railroads the result of the suspension was all too predictable; but nobody, at the time, was listening.

WHAT HAPPENED—By January of 1967 the railroads' plant modernization program had all but come to a halt. New-car orders in January 1967 sank to 2,000—less than one-quarter of the number ordered in January 1968. Locomotive orders thinned to a trickle. There were wholesale layoffs at railway supply plants (the effects of which are still being felt: good men who leave don't always come back). Surveys made by the AAR, the RPI and the American Railway Car Institute showed that companies which had bought 92,000 new and rebuilt cars in 1966 planned to buy only 16,300 in 1967. Industries with a healthier cash flow and shorter depreciation cycles were not as badly hurt—but enough were suffering that Congress finally moved, at mid-year, to restore the credit. Expenditures picked up immediately.

AGAIN IN JEOPARDY?—Today there are new pressures on the Administration and on Congress to suspend the tax credit. The well-known economist Paul A. Samuelson, writing in the March 31 issue of Newsweek, expressed alarm over the 14% increase in capital spending now forecast for all industry. "In economics, every decision involves pros and cons," concluded Samuelson. "Judgment is necessary. My advice to Mr. Nixon: suspend the investment tax credit."

A REASSURANCE—Newsweek's economist stated well the "pro" arguments for suspension. But in our view, Treasury Secretary David M. Kennedy on March 21 stated a "con" argument that ought to be over-ruling. Noting that Congress "intended the credit to be a part of the regular tax system, and not a device for stimulating or slowing down the economy," Kennedy added: "The credit has been highly effective in encouraging the long-run investment that creates additional jobs and income." If further arguments are needed to distinguish between a cooling-off and a deep-freeze, we respectfully refer Samuelson and others of his persuasion to That Winter of 1966-67.

AUTOMATIC FARE COLLECTION has helped move passengers through turnstiles quickly. Ticket is received by machine and returned to passenger at origin; received and retained by machine at destination. Graduated fare requires use of tickets at both ends of ride. Trains will go to automatic train operation in a few weeks.

Commuters (20,000) vote

New South Jersey-Philadelphia line is increasing traffic at the rate of 2% a week, providing major relief of rush-hour highway congestion

Success for the Delaware River Port Authority's Speed Line is a daily traffic report. In full operation less than two months, the Speed Line is making converts of commuters, carrying 20,000 of them daily from the suburbs of southern New Jersey towards Philadelphia.

The traffic reports have shown week-to-week increases every week since Feb. 15, when the Speed Line began running from Lindenwold, N.J., to downtown Philadelphia (partial service, to Camden, began in January). DRPA officials say they expect the traffic to continue increasing until it reaches 35,000 passengers a day later this year. Then traffic is expected to level off for awhile before it begins climbing again to perhaps 50,000 passengers daily.

● **A preview system.** The Speed Line is regarded as a preview of the performance and acceptance of transit systems being planned or built in other cities. The 10.5-mile line eventually will run automatically operated trains at speeds up to 70 mph, using new equipment, existing right of way, renovated stations, and an automatic fare-collection system.

Last week, trains were still running under manual control, at maximum speeds of 60 mph, while DRPA and equipment manufacturers continued to modify the system. Signal blocks, for example, are being shortened to assure safe train separation. The locations of station stop triggers are being changed to insure proper functioning of automatic train operation. Problems with the electrical and brake systems are being worked out with suppliers.

● **Clearing the highways.** But the problems have not impeded the progress DRPA has made in convincing commuters to switch from highway to rail. A study is being made this month to determine the drop in traffic crossing the Benjamin Franklin Bridge from Camden to Philadelphia. The results may be dramatic.

"The decline in bridge traffic is noticeable," says one DRPA official. "Cars aren't backed up every night."

DRPA already has an indication of the dimensions of the decline in highway traffic. In February, there were 200,000 fewer cars crossing the bridge than in the comparable 1968 period. That figure is warped, however, by a difference in the number of working

for rail transit

days (1968 was a leap year; there were more days of stormy weather in February 1969). The comparison of bridge traffic in March 1968 and March 1969 will give a more accurate measure of the Speed Line's impact on highway traffic, according to DRPA.

In the split-modal study prepared for DRPA to project potential traffic, the Speed Line's share of passengers was derived in significant part from feeder buses. There are no feeder buses now. DRPA and the State of New Jersey have applied for a federal demonstration grant to finance operation of a small federal bus service. The buses would be operated by New Jersey; DRPA is prohibited from operating buses.

● **More parking space needed.** Another limitation on the Speed Line is a lack of sufficient parking at stations. Robert Johnston, chief engineer, was ready last week to recommend 100% increases in capacity for the parking lots at Lindenwold and Ashland, the last two stations of the New Jersey end of the line. Lindenwold now can hold 1,056 cars; a spot check found 1,070 cars in the lot one day. DRPA has enough land to add 1,150 parking spaces. At Ashland, parking capacity is presently 566; there is room for another 590 spaces.

The parking problem at the two farthest points on the line reflects the Speed Line's record of attracting more long-haul traffic than anticipated. With a graduated fare (30 cents to 60 cents), that means more revenue.

More long-haul traffic will be generated by real estate development of New Jersey land near Speed Line stations. Speculation is common near DRPA right of way these days, and several real estate developers have announced plans for major housing developments. The largest is a community to be developed by James Rouse, who also is developing the new town of Columbia, between Baltimore and Washington, D.C. Rouse's New Jersey community will provide housing for 10,000 to 15,000 people on land near the Lindenwold Station.

"There is a lot of land to be developed," says J. William Vigrass, supervisor of traffic and planning for the Port Authority Transit Corp., "and the Speed Line makes development economically feasible."

● **Free bus service.** Smart developers are offering prospective apartment tenants free bus service to Speed Line stations.

Speed Line trains are operating with 12-minute headways. DRPA is reducing headways to 10 minutes and may be down to six-minute headways by the end of the year. The system has a capacity for 120-second headways.

Off-hour schedules at first had a train departing Lindenwold every hour on the hour; Philadelphia, every hour on the half-hour—a shuttle train. Since March, the night schedule has been doubled to accommodate employees of stores working at night. The station at 8th and Market in Philadelphia provides access to three large department stores. Shoppers swell the traffic total by 1,500 on Wednesdays, the area's big shopping day.

DRPA is getting about 3,000 passengers from New Jersey origins to Camden, and 5,000 to 6,000 passengers from Philadelphia to Camden (reverse commuting by blue-collar workers).

The Authority is getting a big play from white-collar workers using the station at 16th and Locust in Philadelphia. That kind of traffic is predictable. It peaks at 8:45 in the morning and between 4:56 and 5:18 in the evening.

● **Special expresses.** To accommodate peaks in traffic at different stations, DRPA is running express trains immediately before trains that have been running crowded. If trains are scheduled for 5 p.m. and 5:10 p.m., for example, the Authority will run express trains at 4:57 and 5:07.

Johnston says he is pleased with the cars ("They have a great deal of social acceptability"), but he is having some problems. Brake systems were retaining air pressure, holding the shoe against the wheel and causing excessive wheel wear and excessive maintenance. The ATO has not always functioned properly in tests. "It's a problem of getting it calibrated properly," explains Johnston. Train phones have not been reliable, but Johnston says they have already proved a useful tool, providing communication between control tower and train attendant, between tower and station.

"We knew we were going to have some problems," says Johnston. "They are inevitable in any new system. But we're pleased with our initial performance, and we're proving that people will use rapid transit when they are offered good service and good equipment." ■

COAL FOR U.S. STEEL'S PROVO MILLS comes via Denver & Rio Grande Western unit trains, one of which is shown here

D&RGW refines its unit-train

Under the setup U.S. Steel gets lower transport costs and coal supply dependability Rio Grande gets a profitable and more efficient operation.

For precision operation and maximum utilization of motive power and equipment, Rio Grande's new unit-train system sets standards that would be hard to beat.

● **The problem.** Consider the complications:

—Coal destined for U.S. Steel's Geneva Works, near Provo, Utah, originates at three widely separated mines in Utah and Colorado.

—Coal from two of these mines must be washed and blended en route to Provo.

—Helper power must be used to boost the westbound loads over the crest of the Wasatch mountain range at Soldier Summit, Utah.

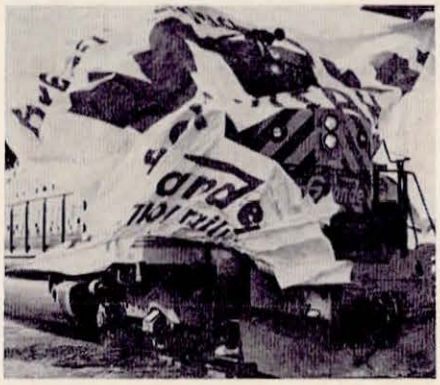
● **D&RGW's solution.** Consider the performance:

—Despite the complexities of multiple origin points and en route unloading/reloading, D&RGW has been able to work up an operating timetable geared to the mines' production schedules as well as to Geneva Works' requirements.

—The entire operation, including helper service up to Soldier Summit, is being handled by just six 3,600-hp locomotive units, which are usually operated in pairs.

—Originally, 1,050 hopper cars were in Geneva Works service. Now, 625 cars are handling the same volume of coal. When storage/loading facilities are completed at two of the three mines, the equipment pool will be cut back again. Finally, when unloading facilities at the steel plant are improved, 100-ton cars will be substituted for the 70-ton cars now used, and the fleet will be reduced to about 230 cars.

● **Everybody gains.** As a result of the cooperative D&RGW/USS effort which went into development of the service, the steel company gets lower transportation costs and greater coal-supply dependability. Rio Grande gets a profitable and more efficient operation—and another boost for the railroad image.

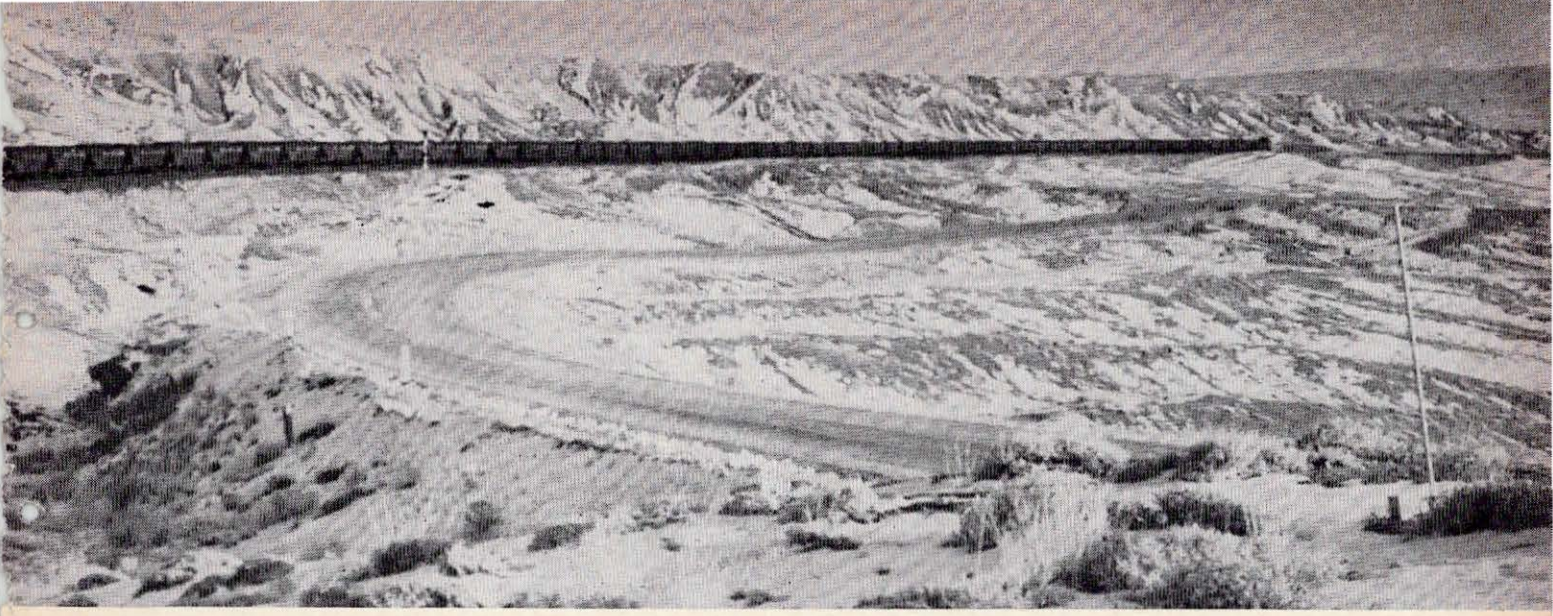


FORMAL UNVEILING

Complex scheduling of unit coal trains had been thoroughly tested by D&RGW and U.S. Steel before first one broke the traditional barrier (above). Looking on were Rio Grande President G. B. Aydelott (left, in photo at right), and Gov. Calvin L. Rampton of Utah.

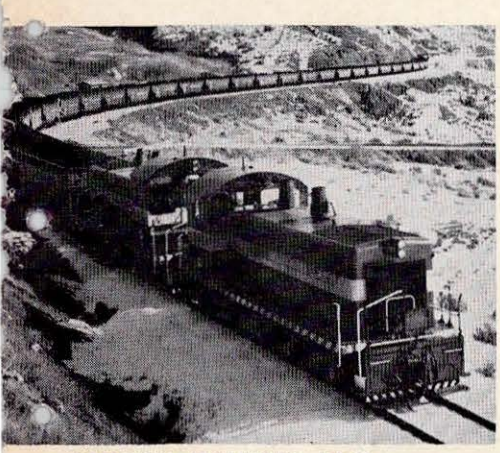
Gov. Calvin L. Rampton of Utah calls the delivery system "an economic boost of incalculable benefit to Utah and the West." Gov. John A. Love of Colorado calls it "a convincing demonstration of progress by the cooperative action of people in both states who understand the common economic interest they share."

The operation works this way. Coal is loaded at U.S. Steel's Geneva mine in Carbon county, Utah, on the Carbon County Railway; at the USS Somerset mine in western Colorado; and at a Mid-Continent Coal & Coke Co. mine near Carbondale, also in western Colorado. Distances from mine to steel plant vary from 117 to 360 miles; there



snaking its way across the desert of eastern Utah. Eventually, the 70-ton cars now in the service will be replaced by 100-ton cars.

service



CARBON COUNTY, TOO

Only non-D&RGW element in coal supply for Geneva Works is the Carbon County, which originates coal from U.S. Steel Geneva mine and delivers it to D&RGW at Columbia Junction, Utah. This is the shortest cycle in the operation.

is the washing/blending requirement on coal produced at two of the mines. Still, D&RGW's recycling operation has been set up in such a way that motive power and cars are seldom idle.

● **Three cycles.** In effect, there are three cycles involved. Each of the six assigned diesel-electric units operates as a part of each cycle in the course of a week. Cars move frequently from one cycle to another.

A 24-hour cycle serving the Geneva mine and a two-train 48-hour cycle serving the Somerset mine operate five days a week, to match mine production. On Saturday and Sunday, a third cycle of two trips brings in the week's production from the Carbondale mine which has been assembled at Grand Junction, Colo.

● **Helper's the key.** All three cycles are keyed on Helper, Utah. It's there that power and equipment are serviced and maintained. And schedules have been coordinated so that locomotives assigned to one cycle arrive at Helper eastbound with empties in time to be cut off and used as helper units for loaded trains of an alternate cycle for the 25-mile pull westbound up to Soldier Summit.

The shortest cycle of the three begins at Carbon Junction, Utah, with delivery by the Carbon County Railway of the day's production from Geneva mine. These loads are taken to Wellington, Utah, and set out at the washing plant. The two diesels from the Geneva run then pick up 40 to 45 loads of clean coal for movement to the steel plant near Provo. Stops are made only to pick up and cut off the Helper-Soldier Summit helper units.

The return trip from the plant with empties is interrupted at Helper for the locomotives to be serviced and used as westbound helpers on the next train in the system. Then, the two units return to Helper, pick up the empties and get them to the CCR interchange at Columbia Junction, Utah, in time to start the 24-hour cycle again.

Operations from the Somerset mine are similar, but the distance requires use of two sets of equipment in order to provide daily service.

● **On the weekend . . .** Weekend operations from Carbondale mine make use of all six diesels in the pool. On Saturday morning, four units available from the last Geneva and Somerset cycles set out from Helper with empties, bound for Grand Junction. There, they pick up about 70 loads for Geneva Works. The other two locomotive units do helper service over the Wasatch, then return to Helper, take remaining empties on to Grand Junction for delivery to the Carbondale mine, pick up remaining loads for movement to the steel plant and finally return to Helper with empties. The four units on the first train west with Carbondale coal are back in Helper Sunday morning with empties; the two units on the second train get to Helper later Sunday. And the power becomes available in time to start again on the five-day-a-week cycles from Geneva and Somerset mines.

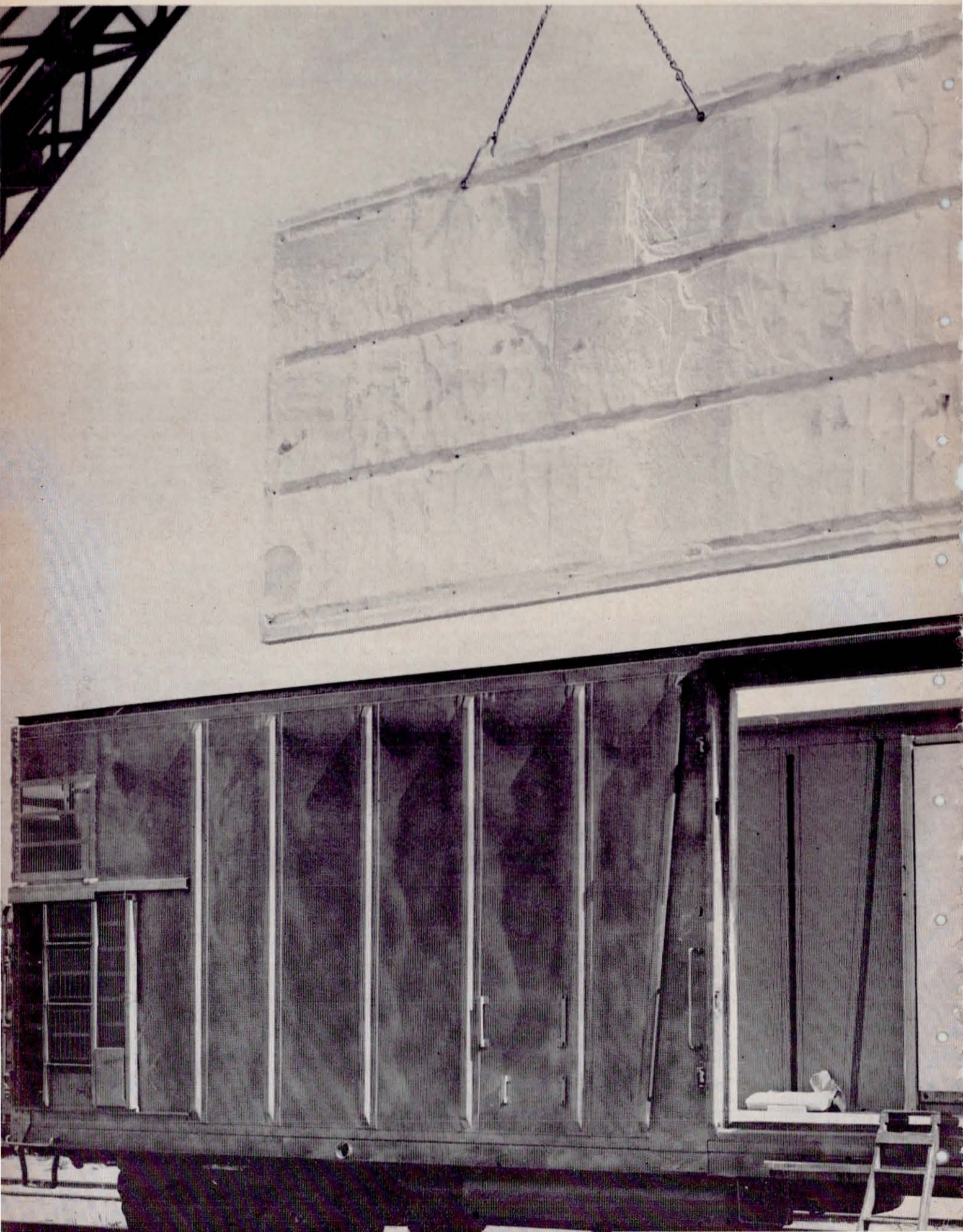
● **Tricky, but workable.** As one observer commented, "you need a map and a slide rule to figure it out." But it works. As D&RGW Colorado Division Superintendent John E. Timberlake notes, the service represents "a production, collection and delivery system functioning as an integral part of the Geneva steel plant—assuring the plant a constant, dependable and economical supply of coking coal. And it does work."

A second phase of this distribution system is scheduled for later this year, when the Carbondale mine gets a unit-train storage and reclaiming facility. Then, the accumulation of loads at Grand Junction will be eliminated. D&RGW will move empties through to Carbondale and the week's production will be loaded, in-motion, for movement to Geneva Works.

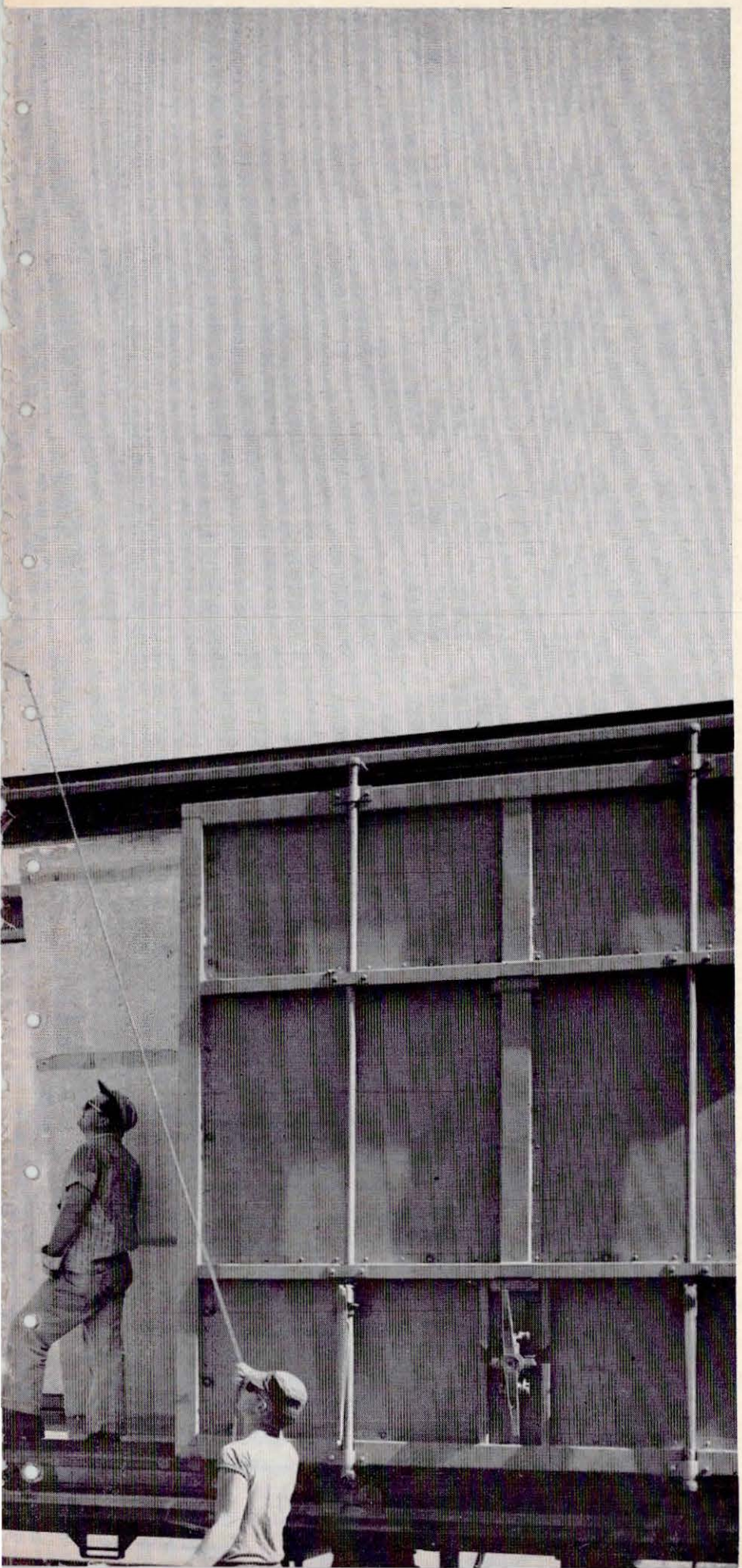
A third-phase improvement will involve installation of a similar storage/reclaiming facility at Somerset mine, probably in 1970.

Improvements at Carbondale will permit a 120-car reduction in the size of the fleet. About 60 cars can be cut when the Somerset project is completed. With modification of unloading facilities at Geneva Works, 100-ton cars will be put into service as they can be made available. And 230 cars will then be doing the job that 1,050 cars used to do. ■

"Mobile homes"



for the new railway age



Actually, not many mobile homes for people are so well insulated as a railroad's new "mobile homes" for fruit, vegetables, meat.

They're part of a revolution in box car design that is bringing new cradling and cushioning, new fast-in, fast-out handling to freight.

Everywhere you look you see signs of a new railway age . . .

New unit trains carry vast shiploads of coal or grain—where no ship can travel.

New manpower efficiency: a train of new triple deck auto rack cars can carry 2,000 automobiles out of Detroit—with one "driver" at the controls up front.

New piggybacking enables truck trailers to by-pass the highway mess and whiz along on flat cars.

New sensory devices, controls, signalling, communication and computerization—these are fast giving a railroad a central nervous system to match its own complexity and potentially fantastic efficiency.

New locomotives have high volumetric efficiency. For each cubic inch of displacement, there is only about half as much opportunity for cylinder wall friction in a giant railroad diesel as in a typical truck engine.

New equipment, new techniques, new ideas are constantly bubbling up—and where they surface first is in RAILWAY AGE, the transportation weekly.

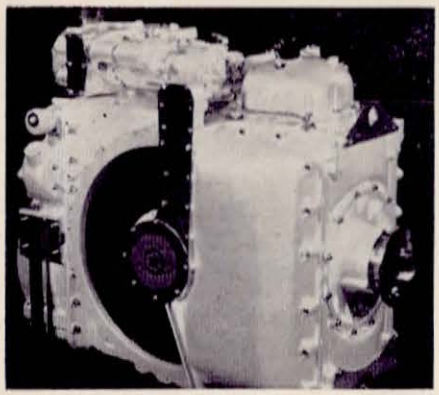
This is where people look for better ways to get things done. What a place to tell *your* story!

Be part of the weekly excitement in

RAILWAY AGE

the transportation weekly

NEW PRODUCTS REPORT

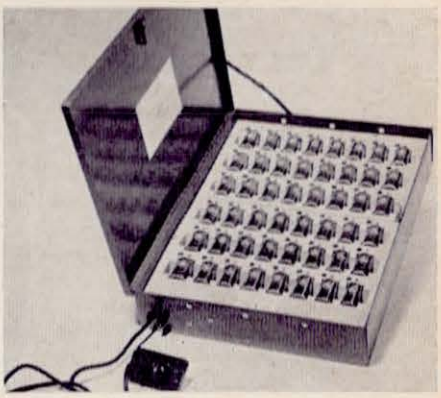


Gas turbine (RA-1)

A line of heavy-duty industrial gas turbines to supplement Detroit diesel engines is planned in four basic models ranging from 300 to 2,000 hp. While fuel consumption presently exceeds that of the diesel, a regenerator does produce a rate about 50% better than that of earlier open-cycle turbine designs. Regenerators, either ceramic or thin stainless steel, are heated by exhaust gases and steadily rotated into the compressor air stream where heat is given up. From the combustion chamber the hot gas passes first through a gasifier turbine and then through a power turbine. A power transfer linkage connects the two turbines through clutches. The dual turbines serve to improve torque characteristics and increase braking capacity. Fuel economy at part load is also increased because the prime mover can operate at higher temperatures. Among the turbine's features are its low noise level, lightweight, vibration-free operation. *Detroit Diesel Engine Division.*

Car presence detector (RA-2)

A new car presence detector features fail-safe operation. The detector (RCA PD-2) also has these benefits: installation versatility, simplified tuning and maintenance, and high operational reliability derived from a solid-state circuit design. PD-2 utilizes the rails as the detection loop, precluding need for above-ground cables or insulated joints. The additional flexibility stems from a sensing-loop size range of 25 to 250 feet. *RCA.*



Battery recharging (RA-3)

The Perma-Cell rechargeable battery and charger system, which will "recharge one to 48 D size nickel-cadmium batteries 1,000 times or more," operates on 110-120 volts, 60 cycles a-c, and charges batteries to a full charge in 15 hr. The batteries, rated at 1.2 amp hr, 1.2-volts, may be directly substituted for 1.5-volt rated carbon-zinc throw-away type batteries, and may be left on charge indefinitely without harm. *General Electric.*

Telephone control (RA-4)

The EXEC VP-1 telephone control head replaces a standard microphone speaker in a two-way radio unit in an automobile and converts it into a mobile telephone. A self-contained solid-state digital decoder responds to 7-digit national or 4-digit local calling numbers. When connected to a duplex two-way radio, the EXEC VP-1 locks on the mobile transmitter to eliminate the need to push-to-talk and release-to-listen. *Secode Electronics.*

Diesel lubricating oil (RA-5)

A diesel lubricating oil, Mobilgard 443, is designed to maintain its alkalinity over extended periods. Requirements of SAE 40-grade railroad engine oils are met by blending highly refined base stocks. A combination of metallic and non-metallic detergents and dispersants gives high acid neutralizing capabilities while maintaining a relatively low ash level. Road tests have shown extended filter change intervals and prolonged oil life even with high-sulfur fuel oils. *Mobil Oil Corp.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. J. Lindstrom)

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12 13 14

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 30 MARKED: RA-1 RA-2 RA-3 RA-4 RA-5

NAME ..... **TITLE** .....

ADDRESS .....

COMPANY .....

CITY ..... **STATE** ..... **ZIP** .....

• **Inquiries can be processed only if title and company are shown.** 4/7/69

TRANSIT ROUNDUP

Regional planning department: State officials of New York, New Jersey and Connecticut loudly proclaim their commitment to regional planning—but forgot to meet the payroll of the Tri-State Transportation Commission.

Since Tri-State's budgetary allocation ran out March 1, the staff missed one payday. The checks did turn up on the next payday, because somebody—reportedly a staff official—arranged and co-signed a personal loan.

The trouble was that the three states could not agree on what the future role of the agency should be. Many have spoken of its logical role as a land-use planning body; the states, however, have shifted almost all transportation planning out of Tri-State and into their own state agencies.

More Boston station work: Work is under way on modernizing another rapid transit station of Massachusetts Bay Transportation Authority—the 12th in the current program. It's the Haymarket station on the Green Line, and the work there, costing $923,400, involves building new platform areas, cutting some new entrances and installing new lighting.

MBTA began similar work on the 10th and 11th stations in the same program a month ago.

Philadelphia riding up: Figures compiled by the Southeastern Pennsylvania Transportation Authority show that ridership on Penn Central and Reading commuter lines was up 6% and revenues up almost 7% in 1968, compared with the previous year. With ridership now at the 32-million-annually mark, it's a 35% increase over 1960, when SEPTA and its predecessor agencies stepped in to halt erosion of service.

The steady increase in business "intensifies the need for new rolling stock," said E. L. Tennyson, Philadelphia City Transit Engineer.

One more Cleveland Station: April 21 is the tentative opening date for the Brook Park station on the Cleveland Transit System's airport extension. CTS was a park-'n ride pioneer, and there will be 1,100 parking spaces in a lot adjoining the new station.

BART gets prototype funds: As predicted earlier (RA, Feb. 3, p. 23), DOT awarded a $3 million grant to Bay Area Rapid Transit to build and test 10 prototype cars, before the production run. The grant will rise to $5 million at a later date, toward a total cost of $7.5 million for engineering and design.

What price pollution? A staff report on air pollution made to the Senate Commerce Committee came up with this finding: The present-day automobile, with its internal combustion engine, accounts for 60% of all air pollution in this country. Furthermore, the figure goes as high as 90% in some urban areas.

The report concluded with the observation that steam-powered automobiles offer the best hope to solve the air pollution problem. —J.A.

Eye appeal and wear resistance make the ideal combination for modern transit flooring. Decorator Transit-Flor offers 20 marbleized color patterns, plus 12 terrazzo styles, to blend or contrast in new or existing interiors. Low-maintenance rubber stands up to grueling wear, foul weather . . . and even supplies best resistance to cigarette scorch. Rubber's natural resilience provides underfoot safety . . . in double-grooved rib or smooth surface flooring. Step treads come in blending or matching colors.

Write for prices and FREE color samples

THE R.C.A. RUBBER COMPANY

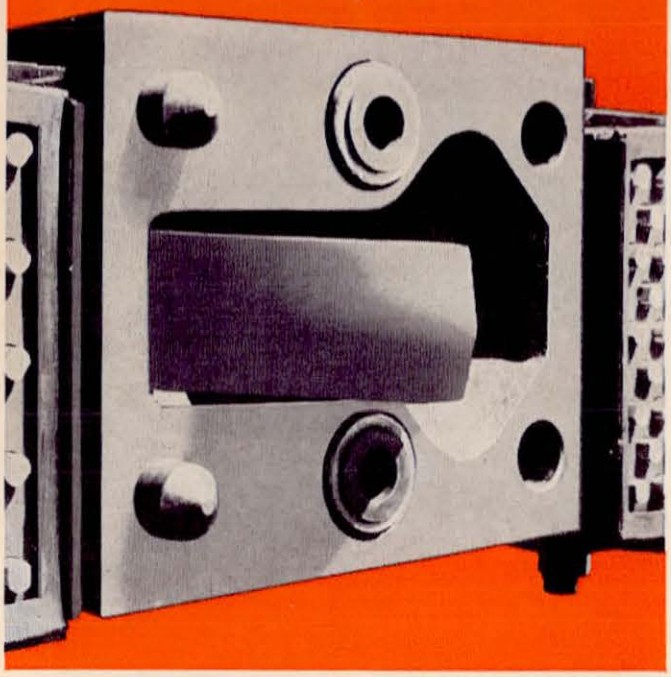
an Ohio Corp. of Akron, Ohio

1833 E. Market St., Akron, Ohio 44305

The Leader in Rubber Transit Flooring & Step Treads

Circle 10 on coupon page 30

OLD PRO !!!



We say it respectfully. Old, because the Ohio Brass hook-type coupler was patented in 1906; pro, because O-B offers the rail and transit industries over 60 years of experience in coupler design. It's difficult to get more professional than that.

Some of the design innovations in O-B hook-type couplings over the years include the tightlock mechanism, automatic air line inter-connection, the self-centering device, pushbutton uncoupling, the patented energy release mechanism, and the inclusion of electrical couplers on the basic coupler assembly.

Transit systems such as Toronto's (using the coupler shown above) appreciate the minimum size and weight,strength, maintenance ease, and design simplicity of the O-B hook-type unit.

If you'd like further information on the O-B hook-type coupler, or any other O-B transit product, contact our district manager in your area. Or get in touch with us direct. 667-T

THE OHIO BRASS COMPANY • MANSFIELD, OHIO • 44902
Canadian Ohio Brass Company Limited • Ontario, Canada

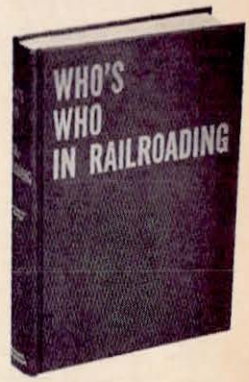
OB OHIO BRASS

Circle 11 on coupon page 30

Know your man!

How pleased you are when somebody knows who you are, where you've been, what you're doing! How pleased other people are when you know something about *them!*

You'll find the new 1968 edition of "Who's Who in Railroading" a gold mine of information about many a man important to you:



- His present title or position
- His business address and home address
- His age, marital status, family
- His career—including railroad, professional, military
- His technical society memberships, public offices held, books and articles written
- His education, clubs, fraternity

"Who's Who in Railroading" contains 6,000 entries—of which 1,500 are new in this new 16th edition. They include railroad executives, leaders in the railroad equipment and supply industries, railroad labor leaders, members of regulatory bodies, ICC personnel, transportation economists, specialists in railroad finance.

You should have this "Blue Book" of the North American railroad industry within easy reach!

CLIP THIS COUPON

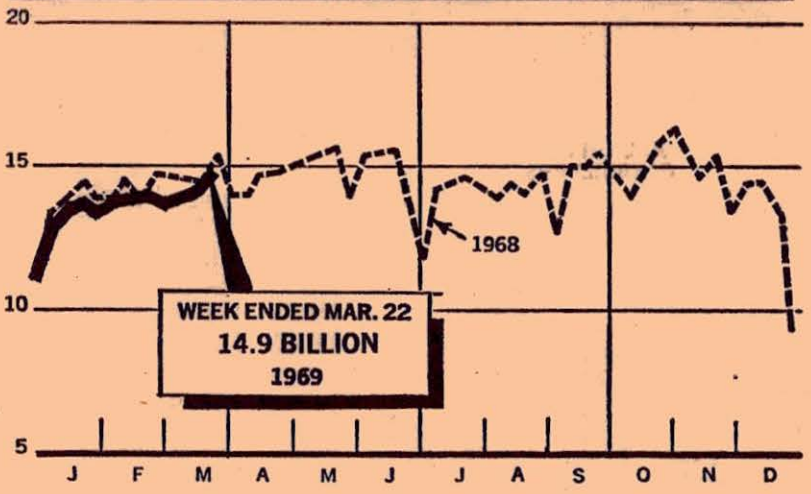
Simmons-Boardman Books
30 Church St., New York, N.Y. 10007

Please send ..... copy(s) of the 16th edition of "WHO'S WHO IN RAILROADING" at the special prices listed below:
☐ I enclose $23.00 per copy in full payment.
☐ Bill me $25.00 per copy and ship postpaid.

NAME .....
STREET .....
CITY .....
STATE ..... ZIP .....

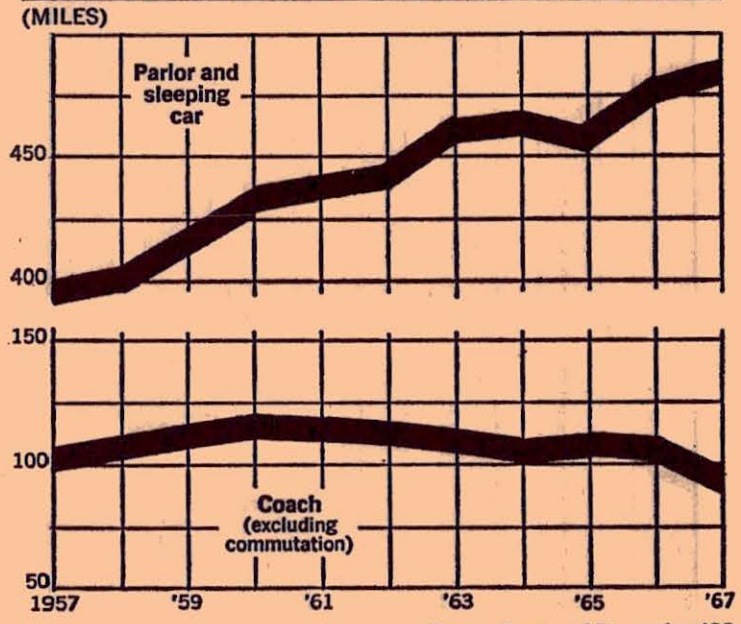
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

AVERAGE PASSENGER JOURNEY

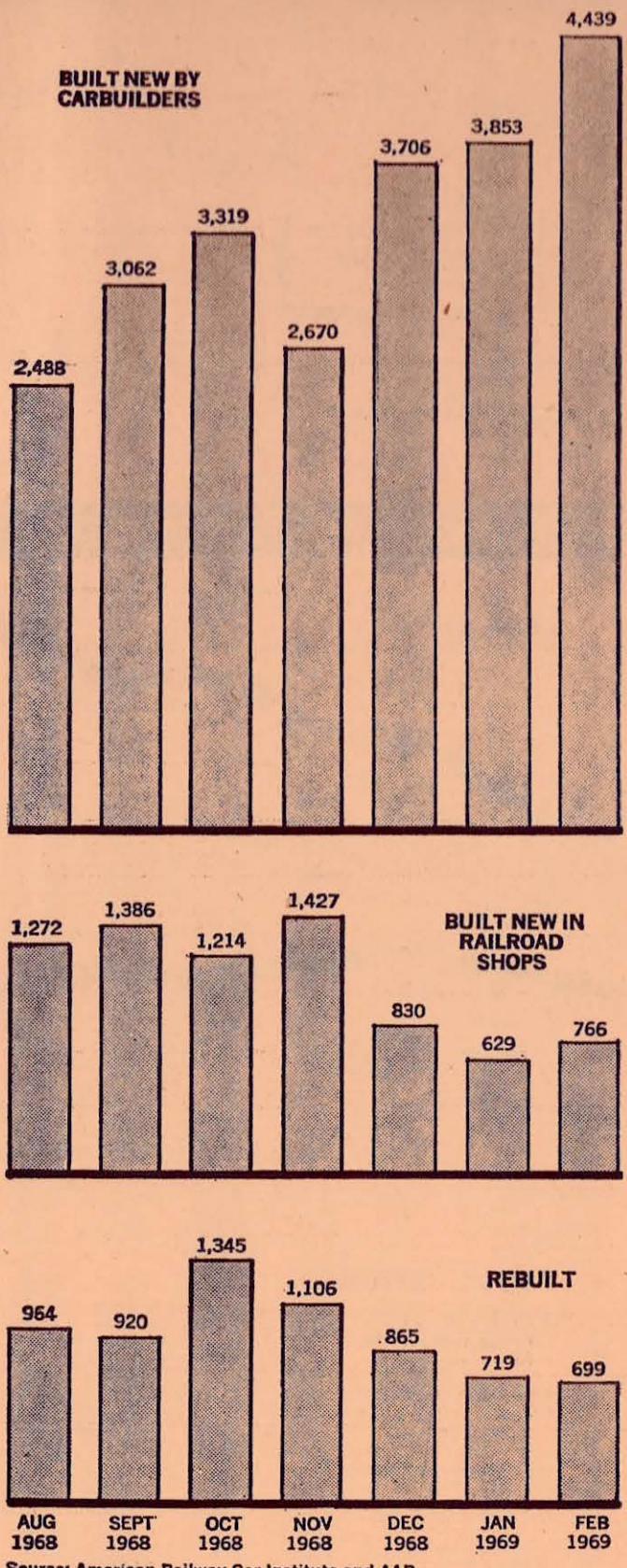


Source: Bureau of Economics, ICC.

Current Statistics

Net income, Class I roads	
Twelve months, 1968	$593,809,000
Twelve months, 1967	$551,000,000
New freight cars on order	
March 1, 1969	33,434
March 1, 1968	24,375
New Freight cars delivered	
2 mos., 1969	9,687
2 mos, 1968	10,471
Serviceable cars	
Feb. 1, 1969	1,379,988
Feb. 1, 1968	1,401,643

FREIGHT CAR DELIVERIES



Source: American Railway Car Institute and AAR.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended March 29 were not available as this issue of Railway Age went to press.

REVENUE FREIGHT CARLOADINGS

Commodity	Mar. 22 week	Preceding week	Per cent change
Grain	20,901	20,833	+ 0.3
Farm products	14,011	13,319	+ 5.2
Metallic ores	20,602	21,875	— 5.8
Coal	108,016	88,456	+22.1
Crushed stone, gravel & sand	25,678	24,169	+ 6.2
Nonmetallic minerals	10,628	10,136	+ 4.9
Grain mill products	20,789	20,569	+ 1.1
Food & kindred products	24,956	24,574	+ 1.6
Primary forest Products	25,504	26,925	— 5.3
Lumber & wood products (except furniture)	16,524	16,409	+ 0.7
Pulp, paper & allied products	25,372	24,972	+ 1.6
Chemicals & allied products	35,159	33,565	+ 4.7
Petroleum products	12,295	12,847	— 4.3
Stone, clay & glass products	22,517	20,316	+10.8
Coke	8,493	8,062	+ 5.3
Metals & products	30,879	30,711	+ 0.5
Motor vehicles & equipment	25,342	25,192	+ 0.6
Waste & scrap materials	15,527	15,866	— 2.1
Forwarder & shipper assn. traffic	8,032	7,416	+ 8.3
All other carloads	73,820	75,035	— 1.6
LCL traffic	2,005	1,963	+ 2.1
Total cars loaded	547,050	523,210	+ 4.6
CUMULATIVE TOTAL, 12 WEEKS	1969	1968	1967
	6,066,396	6,095,227	6,225,450

IN CANADA

Cumulative	Revenue Cars Loaded	Total Cars Rec'd from Connections
March 7, 1969	650,731	225,362
March 7, 1968	632,055	233,935

FREIGHT-TRAIN CARS

● *Chicago & North Western.*—Ordered 50 52½-ft, 100-ton, covered, trough-type coil-steel cars from Thrall Car for delivery beginning in May. Cars will be equipped with 20-inch-travel hydraulic cushioning and adjustable cross bars to secure rolled steel coils of up to 90-inch diameter.

● *Southern.*—Ordered 1,000 50½-ft, steel, single-sheathed box cars from Pullman-Standard at a cost of $14 million. Delivery is scheduled to be completed by the end of August.

● *Trailer Train.*—Ordered 56 89-ft, 4-in. standard level cars from ACF. TTX purchases of new cars since Jan. 1 now total 1,351. As of March 25, TTX had 49,910 cars in service or on order.

● *Orders and deliveries.*—Orders were placed in February for 3,650 new freight cars, compared with 7,768 in January and 5,527 in February 1968. Rebuilds ordered in January totaled 180 cars, compared with 310 in January and 126 in February 1968. Backlog of new cars on order and undelivered on March 1 was 33,434, compared with 34,989 on Feb. 1 and 24,375 on March 1, 1968.

FREIGHT-TRAIN CARS DELIVERED AND ORDERED IN FEBRUARY AND BACKLOG OF ORDERS ON MARCH 1, 1969

DELIVERED

	Feb. 1969	Jan. 1969	Feb. 1968
Built new by car builders	4,439	3,853	4,358
Built new in railroad shops	766	629	1,396
Built new—total	5,205	4,482	5,754
Rebuilt	699	719	1,130
TOTAL DELIVERED	5,904	5,201	6,884

ORDERED

To be built new by car builders	3,145	4,340	2,727
To be built new in railroad shops	505	3,428	2,800
To be built new—total	3,650	7,768	5,527
To be rebuilt	180	310	126
TOTAL ORDERED	3,830	8,078	5,653

ON ORDER AND UNDELIVERED

	Mar. 1, 1969	Feb. 1, 1969	Mar. 1, 1968
To be built new by car builders	23,696	24,990	12,382
To be built new in railroad shops	9,738	9,999	11,993
To be built new—total	33,434	34,989	24,375
To be rebuilt	3,696	4,215	8,453
TOTAL ON ORDER	37,130	39,204	32,828

PASSENGER-TRAIN CARS

● *Rock Island.*—Ordered 10 bi-level commuter-service coaches, valued at $2 million, from Pullman-Standard for delivery late in 1969.

YOU OUGHT TO KNOW

Lovitt succeeds Leitherer as CTC president

R. K. Lovitt, assistant vice president, Erie Lackawanna, is the new president of the Chicago Traffic Club, succeeding A. E. Leitherer, vice president-traffic, Allied Mills. CTC vice presidents for 1969-70 are A. N. Moore, Interlake Steel; F. E. Deines, Burlington; and G. E. Franzen, Chicago Association of Commerce and Industry.

Rail cases top NMB agenda for fiscal '68

Of the 284 cases disposed of in fiscal 1968 by the National Mediation Board, 212 (74.6%) involved railroads, NMB says in its 34th annual report. Mediation agreements were reached in 130 rail cases, while one rail issue went to arbitration. Seven rail cases were withdrawn after mediation, 15 before. In 10 rail cases, carriers refused arbitration; and in 12, employees refused. The Board dismissed 37 rail cases. Of the total 212, Class I carriers were in 142, Class II in 49, switching and terminal companies in 10, miscellaneous in 10, electrified in one.

ICC will probe alleged break of SCL conditions

In its first formal action on the Seaboard Coast Line merger since consummation July 1, 1967, the Interstate Commerce Commission will look into Southern charges that SCL is breaking routing conditions set for the marriage. The date for hearings will be announced. Southern alleges that Seaboard limits Southern access to the Jacksonville, Fla., gateway and that SCL refuses to set joint rates and through routes for other SCL-Southern junctions. ICC has indicated that SCL's reply to Southern's Nov. 7, 1968 petition failed to offer enough evidence to settle the matter without hearings.

Timken expands bearing warranty to seven years

A "Replacement Parts Agreement" covering cost-free repair or replacement of any component of the Model AP freight-car roller bearing for a period of seven years has been announced by the Timken Roller Bearing Co. The agreement, covering U.S. and Canadian railroad- and privately-owned cars in interchange service, supplements the one-year warranty which has previously covered AP bearings. "Excellent performance" of the AP bearing since its introduction 15 years ago, plus "confidence that high quality control standards will be maintained," were reasons given by Timken President H. E. Markley for the expanded protection. Bearings processed by railroad inspectors may be covered, as well as those sent to Timken for inspection, repair and remanufacture. Under certain conditions of the agreement, not only are parts replaced or repaired without charge, but even the inspection fee may be waived.

Ore-tonnage record likely at Escanaba

The first year's operation of Chicago & North Western's $16-million iron-ore storage and transfer facility at Escanaba, Mich., may produce a new record-high for ore handled through the Lake Michigan port. Says C&NW President Larry S. Provo: "After discussions which the North Western, Milwaukee Road and Lake Superior & Ishpeming have had with Cleveland Cliffs Iron Co., Hanna Mining Co., and other ore shippers and mine operators, we look forward to a sharp increase in tonnage. . . . As a matter of fact, the movement of several million additional tons from inland mines would result in a new ore-shipping record, substantially surpassing the 6.7-million-ton record established at this port in 1967." Unlike the dock it replaces, the new C&NW facility is designed to operate on a 12-month basis, stockpiling ore during the winter months when ore boats cannot operate. A two-million-ton-capacity storage area has been in operation since late February. With year-around operation of ore trains, North Western notes, "substantial transportation efficiency can be achieved, minimizing or eliminating the possibility of ore-car shortages and at the same time permitting a reduction in number of cars to be used."

Radcliffe R. Latimer
Algoma Central

Jeremy Taylor
LI

Arthur Van Wart
LI

Francis D. Henry
MTMTS

Tom Kole
REA

Rudolph T. Stonisch
REA

PEOPLE IN THE NEWS

ALGOMA CENTRAL—Radcliffe R. Latimer, executive assistant to president and general manager, Sault Ste. Marie, Ont., promoted to executive vice president.

LONG ISLAND.—Under the newly organized management structure announced by **William J. Ronan,** chairman, **Metropolitan Transportation Authority,** five functional departments have been established in place of the 12 previously reporting to the president of the LI. Each new department will be in charge of a vice president. **Jeremy Taylor,** general manager, New Haven Region, **Penn Central,** named vice president of operations, LI, a new position. **Arthur Van Wart,** director of personnel relations, named vice president—personnel. **B. W. Curry, Jr.,** retains the title of vice president—finance and administration, with expanded responsibilities. **George M. Onken** remains vice president, secretary and general counsel.

Two service offices headed by directors also established: Planning and development, with **Donald O. Eisele** in charge; and public relations and community affairs, with **Hank Boerner** as director.

MILITARY TRAFFIC MANAGEMENT & TERMINAL SERVICE.—Francis D. Henry, supervisory rail equipment specialist, appointed chief, Maintenance Section, Bulk Liquids and Rail Fleet Management Division, St. Louis field office, Eastern Area, to maintain the 5,300-car Defense Dept. freight rail interchange fleet.

REA EXPRESS.—Tom Kole, vice president and director of sales, **Ryder Truck Lines,** Jacksonville, Fla., elected vice president of marketing for REA Express, New York. **Rudolph T. Stonisch** appointed director of engineering and **John M. Sheehan** named director of advertising and public relations, REA. Mr. Stonisch has operated his own engineering consulting firm, R. Stonisch Consultants, Detroit. Mr. Sheehan was director of advertising and public relations, **General American Transportation Corp.,** Chicago.

SOUTHERN.—James B. Lynch appointed assistant to vice president – personnel, Washington, D.C. Prior to joining the Southern, Mr. Lynch was a staff associate

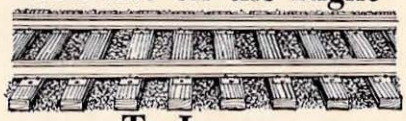
An Invitation
from Restaurant
VOISIN

We invite inquiries about our institutional feeding program for executive dining rooms and complete facilities for corporate headquarters. Prepared to meet the same high standards that have made Restaurant Voisin world famous for over fifty years.

For information, please contact:

Steve E. Meisels, Executive Director, Restaurant Voisin.
Institutional Division, 30 East 65th St., New York, N.Y. 10021

SPENO
You Are on the Right



To Lower
Maintenance Costs
When You Use
SPENO SERVICES
"BALLAST CLEANING"
"RAIL GRINDING"
"Just Ask the Railroads That have used us"

FRANK SPENO RAILROAD BALLAST CLEANING Company, Inc.
306 North Cayuga Street, Ithaca, New York
Clark Street, East Syracuse, New York

SPENO INTERNATIONAL, S.A.
22 Parc Chateau Banquet, Geneva, Switzerland
(For Operations Outside the North American Continent)

MEMBER RPI RAILWAY PROGRESS INSTITUTE

IEC-HOLDEN LTD.
614 St. James Street, Montreal, P.Q., Canada
(Sales Representative for Canada)

Circle 12 on coupon page 30

STUDY CAR MAINTENANCE & INSPECTION in spare time at home

Ever notice the respect given someone who knows more about the work than the next guy? It's usually "Ask Joe" or, "See what Joe thinks about this." While that knowledge won't always add to the pay check, it does pay off in great job satisfaction and personal pride. And who can put a dollar value on that?

You can be such a man by taking this two-year course for car department employees whose work requires an intimate knowledge of car maintenance and repair. Two lessons a month, in simple, non-technical language, guide you swiftly to a better working knowledge of the subject. Your lessons will be graded by experienced instructors who give individual, personalized advice as needed. The cost is low and payable in monthly installments. For full information, return coupon.

RAILWAY EDUCATIONAL BUREAU
1809 Capitol Ave.
Omaha, Neb. 68102

Send full information on carman and car inspector home study course.

RA-4/69

Name_____

Address_____

City, State, ZIP_____

Railroad_____

Job title_____

John M. Sheehan
REA

Wm. D. McLean
Southern

Paul C. Shu
Southern

Walter C. Rockey
UM&P

on the staff of the vice president—personnel services, United States Steel.

William G. Handfield appointed general tax attorney, Washington. He was formerly a partner, Clark, Ladner, Fortenbaugh & Young, Philadelphia.

J. Benjamin Sterchi appointed superintendent of terminals, Memphis, Tenn. He has served in various terminal supervisory capacities at Chattanooga, Asheville, N.C. and Cincinnati.

James A. Johnson, assistant director, appointed director,customer service engineering, Washington, succeeding **Leason L. Waters,** retired after over 50 years of service.

William D. McLean, vice president—assistant to the president, appointed vice president—purchasing and real estate. **Anthony G. Bohorfoush,** assistant vice president—materials, supplies and joint facilities, appointed assistant vice president—purchasing and material management. Both remain at Washington, D.C.

Paul C. Shu, assistant to vice president—sales, appointed assistant vice president—Security and Special Services Department, remaining at Washington, D.C. Mr. Shu succeeds **Frank L. Smith,** retired after over 37 years of service.

Frank S. Steele, resident vice president, Valdosta, Ga., retired Jan. 31, after more than 44 years of service. **Wilmer F. Leach,** assistant vice president—sales, Washington, retired April 1, after more than 39 years of railway service.

SOUTHERN PACIFIC.—Patrick Stinson named general manager of the newly established international traffic department, with headquarters in San Francisco. **W. M. Holmes, Jr.** appointed regional manager, international traffic, with responsibility for international freight sales and service in the Midwest. **E. K. Sewall** becomes district manager, international traffic, Chicago. **Merle Kelly** appointed assistant general freight agent, Houston. **C. N. McMurrey** and **B. J. Ballard** named trainmasters, Houston and Sanderson, Tex., respectively.

TERMINAL RAILROAD ASSN. OF ST. LOUIS.—Calvin E. Diedrich named car accountant.

UPPER MERION & PLYMOUTH. — Walter C. Rockey, general superintendent, appointed president of this subsidiary of Alan Wood Steel Co., at Conshohocken, Pa.

WESTERN MARYLAND—Frank H. Ansel, manager of stores, Baltimore, retired Feb. 28, after over 45 years with the WM.

The Mineral and Timber Lands Department, Thomas, W. Va., has been reorganized and placed under jurisdiction of the Sales Department. **Paul D. Dumire** appointed assistant manager coal engineering services, assigned to development and operation of coal lands, and **John Adams, Jr.,** chief forester, will conduct matters dealing with management of timber. **A. R. Salvato,** coal traffic manager, Baltimore, will direct activities of the Mineral and Timber Lands Department.

W. P. Gilford, master mechanic—system, appointed superintendent, mechanical department. **R. B. Martin,** assistant master mechanic—system, promoted to master mechanic—system. **L. E. Reed,** supervisor shop planning and practices, named assistant master mechanic—system. **J. E. C. Bond,** car foreman, appointed general car inspector, succeeding **R. D. Hoffman,** named supervisor cars and equipment.

TRANSIT

James E. Terry has been appointed general counsel, **Cleveland Transit System,** succeeding **Robert Mooney,** retired. Mr. Terry was formerly a partner in the law firm of Stokes, Character, Terry and Perry.

The **Port Authority Transit Corp.,** has promoted **David L. Andrus, Jr.,** and **Thomas J. Brown** from train dispatchers to assistant supervisors on the new Lindenwold-Philadelphia rapid transit line. Mr. Andrus will be in charge of PATCO operations at night, while Mr. Brown will be in charge of all instruction in the operating department.

Dr. Derek Scrafton has been appointed chief of the new Urban Transportation Development Division, Transportation Policy and Research Brand, **Federal Department of Transport, Canada,** at Ottawa, Ont. **Jan A. Johnson** succeeds Dr. Scrafton as highway economist, Department of Transport.

OBITUARY

Frank J. Reagan, 76, former sales manager, **Rail Anchor Division, True Temper Corp.,** died Jan. 24.

Theodore M. von Sprecken, 75, engineering consultant and former assistant to chief engineer, **Southern,** died Feb. 24 in Doctors Hospital, Washington, D.C.

Advertisers' Index

ACF Industries, Inc., American Car & Foundry Div. . . 12-13
American Steel Foundries, Inc., Amsted Industries . . 19
ESB, Inc., Exide Industrial Div. . . . . IFC
General Electric Corp. 20-21
General Railway Signal Company 9
International Nickel Company, Inc., The 3
Ohio Brass Company 32
Restaurant Voisin 37
Railway Educational Bureau 38
R.C.A. Rubber Co., The 31
Safety Electrical Equipment Corp. . . . . IBC
Speno Railroad Ballast Cleaning Co., Inc., Frank 37
Timken Roller Bearing Company 4-5
United States Steel . . . . . BC
Whiting Corporation 22

DE LEUW, CATHER & COMPANY
Consulting Engineers
Public Transit—Subways—Railroads
Port Development—Urban Planning—Parking
165 West Wacker Drive, Chicago 60601
Boston—Buffalo—Newark
Philadelphia—New York—Washington
Oklahoma City—San Francisco—Seattle

LABOR RELATIONS

Major Midwestern railroad headquartered in Chicago has need for degreed individual with 1-3 years labor relations experience, preferably in transportation or transportation related industry. Submit detailed resume, grade transcript if available, and salary requirements. All replies handled in confidence. Box 242 Railway Age, 14 E. Jackson Blvd., Chicago, Ill. 60606.

An Equal Opportunity Employer

IF YOU ARE MOVING . . .

ATTACH ADDRESS LABEL HERE

We need 5 weeks notice before change of address becomes effective. Attach mailing label here (but in any case give us complete old address) and write new address below. Mail to:

RAILWAY AGE
P.O. Box 961 **Bristol, Conn. 06010**

Name .....
Address .....
City, State, ZIP .....

SYSTEM MAINTENANCE OF WAY ENGINEER $24,000 PER YEAR

Large western railroad has opening for an experienced maintenance of way engineer, system responsibility. Applicant must have solid background in direction of all phases of track and roadbed maintenance. Salary is augmented by excellent fringe benets. We are an equal opportunity employer. Send resume detailing experience and education to Box 244, Railway Age, 14 E. Jackson Blvd., Chicago, Ill. 60604.

GIVE TO THE COLLEGE OF YOUR CHOICE

WANTED: GENERAL FOREMAN
Northwest region railroad has opening for diesel maintenance shop General Foreman. Must be capable of managing a large force and be familiar with E.M.D., Alco and G.E. mechanical and electrical equipment. Liberal benefits. Send resume in confidence to:
Box 241 Railway Age
14 East Jackson Blvd.,
Chicago, Ill. 60604

WANTED:
MAINTENANCE OF WAY TOOL OR EQUIPMENT MANUFACTURER OF SERVICE COMPANY. CASH OR STOCK IN NYSE COMPANY.
PRESIDENT,
BOX 30,
RAILWAY AGE
30 CHURCH ST.,
NEW YORK 10007

SALES REPRESENTATIVE
For M/W products and services desired in St. Paul-Minneapolis area. Box 248 Railway Age, 14 E. Jackson Blvd., Chicago, Ill. 60604

75-TON STEAM RAILROAD WRECKER SNOW PLOW, STEAM
PRICED TO SELL
Dulien Steel, Inc. MA 4-5500
P. O. Box 3566, Seattle Wn. 98124

TRACK ENGINEERS

Challenging permanent position available with a leading consulting engineering firm engaged in rail rapid transit development program for Washington, D.C.

CIVIL ENGINEERS
with railroad experience in
TRACK WORK
Design
Specification writing
Construction
Maintenance
Estimating
Salary
up to 12,000 plus overtime
&
All Benefits

Send Resumé to
DE LEUW, CATHER & COMPANY
950 L'Enfant Plaza South, S.W.
Washington, D.C. 20024

Advertising Sales Department

C. J. Fisher, vice president—sales, Chicago

New York, N. Y. 10007,
30 Church St., (212) 964-3060
W. A. Cubbage—regional sales manager
Charles E. Keil—district manager

Chicago, Ill. 60604,
14 E. Jackson Blvd.
(312) 427-3501
K. F. Sheeran—regional vice president;
John M. Brennan—regional sales manager
Wm. J. Lyneis
Ross Mandic
—district managers

Lakewood, Ohio 44107,
12700 Lake Ave., Apt. 1310
(216) 226-8038
Harry H. Melville—vice president

Pittsburgh, Pa. 15219, Room 720,
(412) 471-7871
Frick Building
Ronald M. Giallonardo—regional sales manager

Dallas, Tex. 75206
Noel Page Building
6400 N. Central Expressway
(214) 361-6972
Joseph Sanders

Los Angeles, Cal. 90017,
1313 West Eighth St.
(213) 483-8414
Fred Klaner, Jr.

San Francisco, Cal. 94133,
515 Pacific Ave.
(415) 421-7004
Lewis A. Vogler & Co.

London S. W. 1, England
01-839 6318
67/68 Jermyn St., St. James's
Max F. Holsinger, Peter Clifton, Alan Berg

Manchester 22, England
Haletop
Wythenshawe Civic Center
Ian Goulden

Paris, 8e, France
70 Rue de Ponthieu
Stephen Brown-Joussard

4 Düsseldorf-Rath
Eitelstrasse 32
Max F. Holsinger, E. Hillerbrand, Herbert Haibt, Reinhard Schomburg

Tokyo, Japan
Sun Gain Shia, Ltd.
Shiba Nikkatsu Bldg.
13, Shiba Park
Minato-Ku
C. H. Yiu, Managing Director

VIEWPOINT

Golden Spike: The end of the beginning

In coming days and weeks, the business and consumer press and the radio and television networks will be zeroing in on one of the great national events of the year—the Golden Spike Centennial, to be observed at Promontory, Utah, on May 10.

What will the media men be saying about railroads on this 100th anniversary of the nation's first transcontinental rail link?

Will they be suggesting that this great occasion marks the beginning of the end for rails? Will they belabor the point—with all the mournful conclusions to be drawn therefrom—that railroads themselves admit that the passenger train, that proud symbol of land transportation for more than a century, is today on its last wobbly legs?

Or will the media men be pointing out that railroads are busier today than ever before in history? That for every passenger who travels one mile by train, the railroads are today hauling 57 tons of freight one mile? That the Golden Spike Centennial marks only the end of the beginning—that a second transportation revolution is under way today that will lead to the creation of great, multi-modal transportation companies of which railroads almost inevitably will be the keystone?

The Association of American Railroads and the two carriers most immediately involved—the Union Pacific and the Southern Pacific—have worked hard to insure that the latter story is the one that gets across to America.

AAR President Thomas M. Goodfellow (who is also chairman of the Golden Spike Centennial Commission) said recently: "We need to know what we did yesterday and what we are doing today. But what interests us more is what we will be doing tomorrow."

That is the philosophy underlying the Centennial-connected efforts of the AAR, the UP and the SP.

To cite just one example: A special Golden Spike steam train will run from New York to Utah, carrying scores of railfans and VIP's from the press—and it will doubtless evoke nostalgic memories of a dead past. But there will also be three cars in that train carrying exciting exhibits (supplied by about a dozen suppliers and railroads) that will show what railroads are today and what they are likely to be tomorrow.

UP and SP, as well as the AAR, have done their work well in tying the Centennial to the future of railroading, not to its past.

IT'S EVERYBODY'S SHOW

But what about the 74 other Class I railroads? Some say, "This isn't our show." Isn't it?

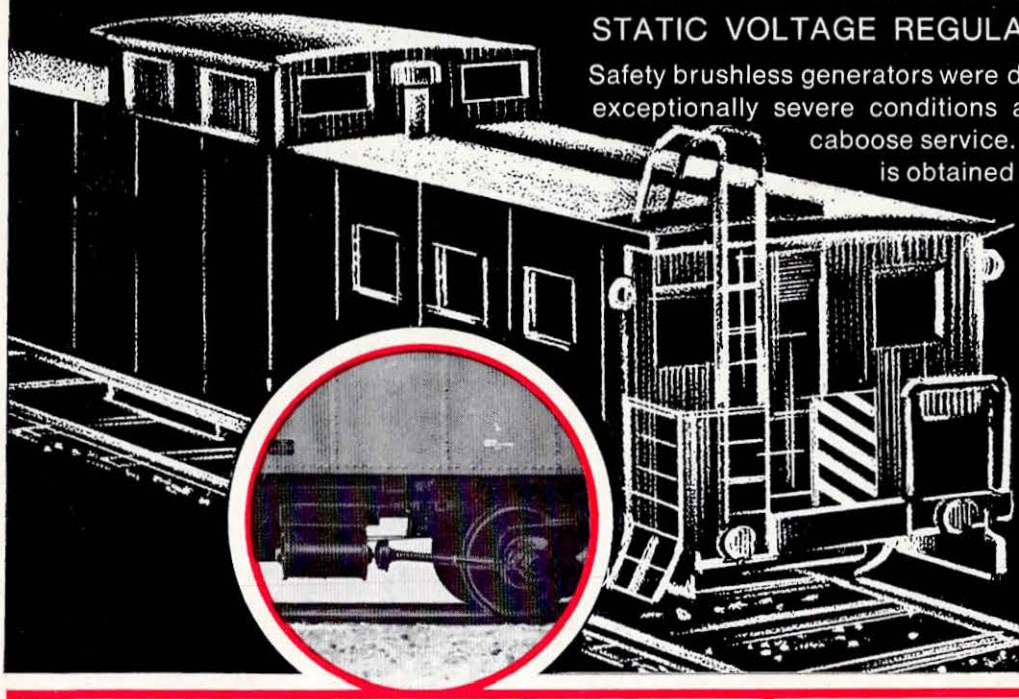
Doesn't the Golden Spike Centennial present an opportunity for railroads everywhere—in Maine and Florida and Illinois as well as in Utah and California—to say to their own on-line media, "Railroads are alive and well 100 years after the Golden Spike—and we'd like to prove it to you."

The Golden Spike Centennial is every railroader's show—because the press notices it gets, good or bad, will affect every railroad.

Railroads are great at defensive public relations. Maybe it's time to try the aggressive approach, on a truly nation-wide scale.

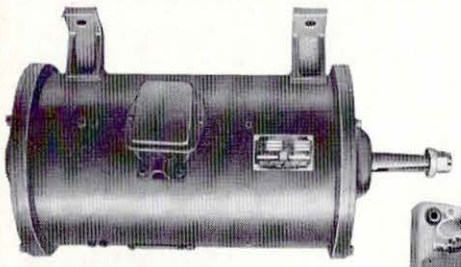
Safety caboose power equipment

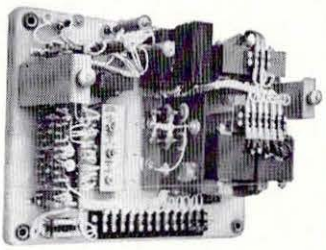
BRUSHLESS GENERATORS WITH STATIC VOLTAGE REGULATION.

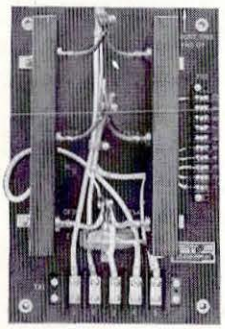


Safety brushless generators were designed to withstand the exceptionally severe conditions associated with railroad caboose service. Undivided responsibility is obtained because "Safety" manufactures the generators, regulators, rectifiers and the drives. Shown below are but two of the generator "packages", available in many capacities and voltages, and with end of axle drives.

3 KW BRUSHLESS GENERATOR EQUIPMENT



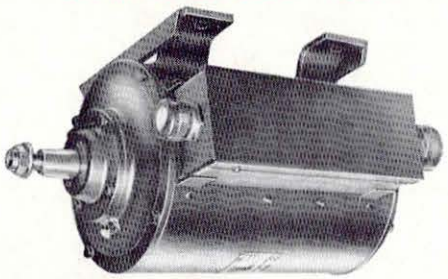


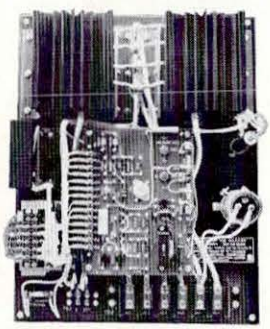


DATA:

KW-3
Output Voltage — 35/45 D.C.
Load Current — 75 Amps. Max.
Cut-in Speed — 300 RPM
Full Load Speed — 450 RPM
Maximum Speed — 4800 RPM

1.5 KW BRUSHLESS GENERATOR EQUIPMENT





DATA:

KW-1.5/2.0
Output Voltage — 13.8/19.2 D.C.
Load Current — 100 Amps. Max.
Cut-in Speed — 550/700 RPM
Full Load Speed — 1400 RPM @ 13.8 V. 1800 RPM @ 19.2 V.
Maximum Speed — 7500 RPM

Safety ELECTRICAL EQUIPMENT CORP.

NEW YORK · CHICAGO · PHILADELPHIA · ST. LOUIS · SAN FRANCISCO · NEW HAVEN · MONTREAL
1187 DIXWELL AVE., NEW HAVEN, CONN. 06514 TEL. 203: 865-3171

Circle 2 on coupon page 30

Freight car axles with higher fatigue strength now supplied by U. S. Steel

Trends toward larger freight cars and higher operating speeds have intensified the problem of possible fatigue failures of railroad car axles. As a result, we undertook to thoroughly study and test the effect of axle body surface finish on fatigue. Our aim was to determine the type of machined finish that would provide optimum resistance to fatigue failure.

On the basis of the study findings, we now machine axle bodies to a finish with an average (root mean square) maximum roughness of 100 microinches. This surface finish imparts much higher fatigue strength (as shown in the graph at right) which results in greater reliability for USS axles.

Here is a summary of the findings of the study:

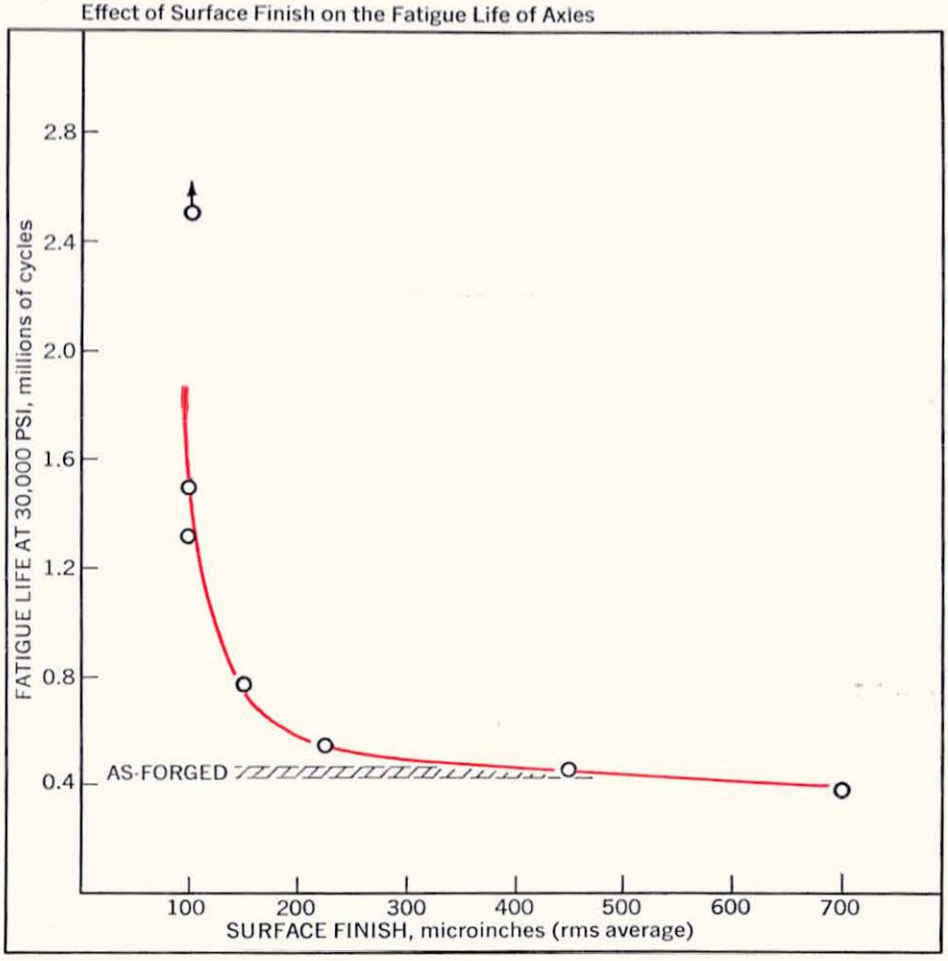
1. For the range of surface finishes studied, the finer the surface finish, the greater was the fatigue strength of the axles, see graph.

2. At stress levels of 30,000 and 40,000 psi, full-size axles machined to surface finishes of 100 microinches average exhibited fatigue life at least twice that of as-forged axles.

3. Axles with machined surface finishes of 350 microinches average or rougher exhibit fatigue properties poorer than those of as-forged axles.

A copy of the Technical Report on this project is available from United States Steel, Box 86 (USS 5845), Pittsburgh, Pennsylvania 15230.

Effect of Surface Finish on the Fatigue Life of Axles



USS TRADEMARK United States Steel